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LOK SABHA

Tuesday, April 3, 1973/Chaitra 13, 1895 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Assessment regarding working of Sindri Fertilizer Plant

*583 SHRI MUKHTIAR SINGH MALIK:

SHRI BIRENDER SINGH RAO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any assessment has been made by Government regarding the working of the Sindri Unit of Fertilizer Corporation during the last three years;

(b) if so, the nature of irregularities found in its working; and

(c) the steps taken or proposed to be taken to improve the working of this Unit?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). The working of the Sindri unit has been reviewed from time to time and appropriate remedial measures have been taken or are being taken to improve its performance. Detailed information in this regard is given in the statement laid on the Table of the Sabha.

Statement

(a) to (c). The performance of the Sindri Unit in the last three years in terms of production and financial results is given below:—

The attainable capacity of the unit was assessed in 1964 as 99,000 tonnes of Nitrogen per annum. In May, 1972, a Technical Committee appointed by the Board of the Corporation assessed that the attainable capacity during the next five years cannot be expected to be more than 75—80 thousand tonnes of Nitrogen per year.

The production during the last three years was as under:—

1970-71	1971-72	1972-73
84.50	74.00	65.0 (likely)

The unit made a cumulative profit of about Rs. 16 crores upto the end of 1967-68. The unit has been incurring losses during the last three years as under:—

	(Rs. in lakhs)
1969-70	25.76
1970-71	157.95
1971-72	346.97

The reasons for the losses have been identified. These are rise in prices of raw materials, loss of production due to rapid deterioration of plant and machinery and the poor condition of coke-oven batteries all of which are to be expected in an aging plant; rise in freight rates additional electricity duty, increased maintenance cost due to the age of the plants and higher consumption of raw materials like gypsum and coal due to their poor quality.

Several measures, both short-term and long-term, have been or are being taken to improve the economics of working of this plant through increased production. Apart from repairs and renovations to different sections of

this old plant, a scheme is already under implementation for manufacture of triple superphosphate at Sindri. This would eliminate dependence on natural gypsum, the quality and supplies of which are presenting difficulty and also ensure regular supply of by-product gypsum for production of ammonium sulphate. The expenditure incurred on this scheme would be about Rs. 35 crores in addition to expenditure on renovation referred to above.

Since these measures cannot by themselves be expected to improve the economics of working of this plant beyond a certain point, a large scale expansion and modernisation is also contemplated. The scheme which would increase the capacity for production of nitrogen from about 90,000 tonnes per annum to about 2,55,000 tonnes per annum would be based on heavy petroleum fractions as the feedstock in lieu of Coke/Coke oven gas being presently used as feedstock at Sindri. This scheme is estimated to cost about Rs. 96 crores.

SHRI MUKHTIAR SINGH MALIK: Sir, the hon. Minister has given in his statement so many reasons for the losses occurring in the plant at Sindri. I would like to point out that besides these reasons, according to my information, the plant has suffered because of the power politics played by the Managing Director Mr. Chakravarty. I would like to know from the hon. Minister whether the General Manager Shri R. K. Ghosh, appealed to the Hon. Minister for his confirmation as the Managing Director, Mr. K. R. Chakravarty, is not confirming him in spite of the fact that he was approved as the General Manager by the Bureau of Public Enterprises and he has offered to quit the FCI rather than to face humiliation at the hands of Mr. Chakravarty. I would like to know whether this is a fact.... *(Interruptions)*. Whether the former G. M., Shri Gosh, was beaten by the hired goondas of the Managing Director?

As I have already submitted, besides the reason given by the hon. Minister, some power politics was being played by the Managing Director, Shri Chakravarty.

MR. SPEAKER: I think the gentleman is not here. You cannot bring in his name. You can mention his designation.

SHRI MUKHTIAR SINGH MALIK: My question is—I am not mentioning his name—whether the former G.M. Shri Khanna was beaten by the hired goondas of the Managing Director? When these people were suspended by the Personnel Manager, the Managing Director reinstated them while Mr. Khanna was asked to proceed on leave.

MR. SPEAKER: Is it a part of the assessment?

SHRI MUKHTIAR SINGH MALIK: This is mainly due to the power politics being played by the Managing Director.

SHRI D K. BOROOAH: That is not our assessment?

MR SPEAKER. His question was very categorical. He referred to the General Manager and your reply should also be categorical.

SHRI D. K. BOROOAH: Therefore, I said that that was no tmy assessment.

श्री बिरेन्द्र सिंह राव : स्पीकर साहब, मैं मिनिस्टर साहब से दर्याफ्त करना चाहता हूं कि पिछले सालों में इंस्टाल्ड कैपेसिटी की कितना परसेंट इस फैक्ट्री में काम होता रहा?

क्या यह सच है कि पिछले चन्द सालों में एक के बाद दीगरे कई जनरल मैनेजर तबदील हुए, और क्या यह सच है कि जो इस फ़ैक्ट्री के अन्दर नुकसान होता रहा वह प्लान्ट के पुराने होने की वजह से नहीं बल्कि मैनेजीरियल खराबी की वजह से होता था ?

क्या यह सच है कि पिछले दिनों राज्य सभा में कुछ मेम्बर्स आफ़ पार्लियामेंट की तरफ़ से मैनेजिंग डायरेक्टर के खिलाफ़ यह इल्जामात लगाये गये कि इस फ़र्टिलाइजर प्लान्ट में मैनेजिंग डायरेक्टर करप्शन फैला रहा है, अच्छे अच्छे आदमियों को निकाल रहा है और कुछ पौलिटीशियन्स को वहां से रुपया मिलता है ? और अगर यह इल्जाम

लगाये गये तो उस के मुतल्लिक सरकार ने क्या कदम उठाये और क्या सरकार इस बारे में सी० बी० आई० की इनक्वायरी कराने के लिए तैयार है ?

SHRI D. K. BOROOAH: The percentage of the installed capacity is rather on the low side. I shall give you the exact figures. It is 65 per cent of the installed capacity which is rather low for a fertiliser factory; it should be at least 80 per cent. In his second question he asked about certain charges made by the hon. Members of the Rajya Sabha against the Managing Director. If you will remember this was explained the other day also; all these are being looked into by the department. He has been asked for his explanation and I am told that he has just submitted his explanation and that is being processed and as soon as we come to some conclusion about it we shall do the needful

श्री चन्द्र शेखानी : चेयरमैन और मैनेजिंग डायरेक्टर श्री के० आर० चक्रवर्ती ने सी० बी० आई० की इनक्वायरी से बचने के लिए क्या आपको इस्तीफा दे दिया है और अगर दे दिया है तो क्या उसको स्वीकार कर लिया गया है ? क्या यह भी सत्य है जो चार्जिज श्री चक्रवर्ती के ऊपर लगाए गए है उनके रिकार्ड वह जला रहे हैं, उनको नष्ट कर रहे है और यदि हां तो क्या ऐसे व्यक्ति पर देशद्रोह का मुकदमा नहीं चलना चाहिए ?

श्री देवकान्त बरुआ हम एफ० सी० आई० का रिआर्गेनाइजेशन करना चाहते है। इसके बारे में मैंने राज्य सभा में एलान भी किया था। उसी के मुताबिक उन्होंने अपना इस्तीफा भेजा है लेकिन हम ने अभी तक उसको ग्रहण नहीं किया है।

श्री मुहम्मद अमीनुर्रहमान : जो स्टेटमेन्ट किया गया है इसकी दो लाइनें मैं आपकी इजाजत से पढ़ना चाहता हूं। इस में लिखा है कि प्रोडक्शन टारगेट 99,000 टन था। लेकिन 1970–71 में वह 84.50 टन दिखाया गया है, 1971–72 में वह घट कर 74 टन रह गया और 1972–73 में 65 टन रह गया। एस्टीमेटेड लौस का भी विवरण इस में दिया हुआ है। 1969–70 में 25.76 लाख था, 1970–71 में 157.95 लाख और 1971–72 में वह 346.97 लाख हो गया। अगर कल पुर्जे खराब थे और टारगेट प्रोडक्शन नहीं दे सकते थे तो 1964 के बाद क्या कभी जनरल मैनेजर ने मिनिस्ट्री को रिपोर्ट भेजी कि पुर्जे या मशीनरीज खराब हो गए है, कल कारखाने खराब हो गए हैं और ये टारगेट प्रोडक्शन नहीं दे रहे हैं और इनके सुधार के लिए कुछ किया जाना चाहिए ? 1964 से ले कर 1973 तक क्या कभी भी ऐसी कोई रिक्विजिशन उनकी तरफ से आई और अगर आई तो मिनिस्ट्री ने उस पर क्या कार्यवाई की ?

श्री देवकान्त बरुआ इसके बारे में दो तीन बार जांच हो चुकी है। एक बुनियाद पर कुछ सिद्धान्त ले लिया गया है। 35 करोड़ रुपया इसकी इम्प्रूवमेंट के लिए और पूरा नया बनाने के लिए रखा गया है और उसकी एक स्कीम भी बन गई है। अभी पुरानी मशीनरी है। जिपसम जो राजस्थान से आता था उसकी क्वालिटी में भी खराबी हुई है। इसलिए पूरा परिवर्तन करने के लिए एक सिद्धान्त तय किया गया है और काम शुरू कर दिया गया है।

श्री राम नारायण शर्मा : तीन वर्षों का जो विवरण दिया गया है इन तीन वर्षों में जनरल मैनेजर कौन थे और क्या इस बीच स्थायी जनरल मैनेजर की व्यवस्था की गई थी जब से अस्थायी जनरल मैनेजर को वहां से हटाया गया ?

मंत्री जी ने बताया है कि इसकी एक्सपैंशन के लिए स्कीम बन रही है हैवी पैट्रोलियम के बेसिस पर। अब तक कोयले का बेसिस था। इसके लिए बरौनी में काम हो रहा है। इससे उठता हुआ प्रश्न एक और था। 1972 मे एक टीम ने एसेसमेंट किया था। उसने कहा था कि 80 परसेंट कैपेसेटी का प्रोडक्शन होना चाहिए और प्रोडक्शन हुआ है 65 परसेंट। मैं जानना चाहता हूं कि इन सब बीमारियों का इलाज क्या है?

श्री देवकांत बरुआ: यह सही है कि अभी तक वहां अमोनियम सल्फेट कोक ओवन गैस से बनता था। इसमे तबदीली करके हैवी पट्रोलियम और फरनेस आयल से बनाने का सिद्धान्त तय किया गया है और फरनेस बरौनी से आने वाला है। माडर्नाइज्ड प्लाट जो ला रहे है उससे हम अभी 90,000 टन से बढ़ा कर 2,55,000 टन करना चाहते है और चाहते हैं कि वह वायएबल यूनिट बने।

जो पहला सवाल सदस्य महोदय ने किया था कि इन तीन मालों मे जनरल मैनेजर स्थायी थे या अस्थायी थे, मुझे उन के तजुर्बे से मालूम होता है कि स्थायी थे।

श्री राम नारायण शर्मा: जी नही, नहीं थे। कोई जनरल मैनेजर नही है। डिप्टी मैजनरल नेजर एक्टिंग जनरल मैनेजर है।

SHRI G. VISWANATHAN: According to the statement, Government propose to spend about Rs. 131 crores on the Sindri Fertilizer Plant. Does this include machinery, renovation and replacement? In how many years this amount will be spent and when will you get the renovated plant?

SHRI D. K. BOROOAH: The implementation of the entire scheme is likely to take four years.

*SHRI KRISHNA CHANDRA HALDER: Sir, the hon. Minister in his statement has given figures of production and losses which show that there has been a continuous fall in production and loss, increased since 1969-70 which is because of bad management. I would therefore like to know from the hon. Minister, what steps he proposes to take to overhaul the Board of Management to overcome this difficulty? Secondly whether he proposes to include the workers' representatives in the Board of Management so that the losses may be contained and the factory may start making profits.

*SHRI D. K BOROOAH: Mr. Speaker Sir, in reply to the hon. Member I would like to say that it cannot be accepted that the losses were only because of bad management. So far as workers' participation is concerned it is a desirable thing and I will keep the suggestion in view.

Shortage of Cooking Gas

*584. SHRI VEKARIA:
SHRI ARVIND M. PATEL:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware of the shortage of cooking gas in India and particularly in Gujarat State:

(b) if so, the reasons for the shortage; and

(c) the action taken by Government to solve the problem?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). Even though the production of Liquified Petroleum Gas (commonly known as cooking gas or LPG) has been in-

*English Translation of Bengali.

creasing at a very fast rate, it continues to remain short of the country's fast growing demands. This results in complaints of shortages, long waiting lists for securing connections, requests for the extension of its marketing to new towns etc.

(c) The production and distribution arrangements are being extended to the maximum extent feasible

SHRI VEKARIA: In the reply it is stated that there is shortage in production. At the same time, we see in the fields in Gujarat that gas is burning without any use What are the reasons for gas being allowed to burn and not put to any use?

SHRI D K. BOROOAH I think, the hon. Member is referring to natural gas being flared up. Here, the question is about refined gas The L P.G is a refind gas. That is a natural gas. That can also be liquefied That is an expensive process That will be what is known as liquefied natural gas But that natural gas is used for making fertilisers

SHRI VEKARIA. The Minister has said that it can be converted into cooking gas Why is the Government not taking any steps to meet this shortage?

SHRI D. K. BOROOAH. The refined gas you can get out of only the gas produced by the refinery. That will depend upon the availability of the gas produced by the refineries. That can be liquefied. Therefore, it depends upon the quantum of crude processed in the refinery I find that the Koyali Refinery produces 60,000 tonnes of gas. As and when we process more crude either by expanding refineries or by establishing new refineries, then the production of L.P.G. also will increase

श्री अरविंद एम० पटेल : अध्यक्ष महोदय, मंत्री महोदय ने बताया कि एल० पी० जी० की कमी है और उस की वजह उन्होंने बतायी लेकिन वह वजह वाजिब नही लगती । वास्तव मे गैस सिलिंडर की कमी है । हमारे देश मे कुकिंग गैस का उत्पादन काफी मात्रा मे हो रहा है लेकिन गैस सिलिंडर उस मात्रा मे पहुच नही पा रहे हैं । इसलिए मैं मंत्री महोदय से जानना चाहता हू कि क्या गैस सिलिंडर का अधिक उत्पादन हो । इस के लिए सरकार कोई उपाय सोच रही है और मै जानना चाहता हू कि गैस सिलिंडर के उत्पादन पर नियंत्रण है या नही ? नही है तो खानगी क्षेत्र मे उस का उत्पादन हो, क्या ऐसा कुछ सरकार सोचती है ?

श्री देवकान्त बरुआ । मैं सदस्य महोदय से सहमत हू कि सिलिंडर का अभाव भी एक कारण है । वह सिलिंडर हम यहा बना रहे हैं और उस के लिए एक खास ढग का स्टील चाहिए एल्यूमिनियम किल्ड क्वालिटी स्टील जिस को कि टिस्को और एच० एम० एल० बना रहे है लेकिन वह पर्याप्त परिमाण मे नही मिलता है । इसलिए हम ने गवर्नमेंट से माग की है कि इस का इम्पोर्ट करने की इजाजत मिलनी चाहिए । यह एक कारण है, लेकिन तब भी मैं यह समझता हू कि सब से बडा कारण यह है कि हमारा गैस का उत्पादन माग की तुलना मे पर्याप्त नही है ।

श्री फूल चन्द वर्मा : अध्यक्ष महोदय, मत्री जी ने अपने उत्तर मे अभी यह स्वीकार किया कि देश मे जितनी कुकिंग गैस की माग है उस के अनुरूप हम सप्लाई नही कर पा रहे है और जहा तक गैस का सवाल है मध्य प्रदेश मे तो महीनो तक कुकिंग गैस नही मिलती है । दिल्ली मे भी यही हालत है । तो मै जानना चाहता हू जैसा कि अभी माननीय सदस्य ने पूछा कि गैस के सिलिंडर की कमी है और जो सिलिंडर मे लगने वाली धातु या लोहा है वह आप के पास है

नहीं तो क्या आप इस को विदेशों से मंगाने के लिए प्रयत्न कर रहे हैं या देशी किसी फर्म के माध्यम से तैयार कराने का प्रबन्ध कर रहे हैं

श्री देवकान्त बरुआ : माननीय सदस्य को शायद ठीक से मेरा उत्तर सुनने का अवसर प्राप्त नहीं हुआ। मैंने कहा था कि यह तो टिस्को और एच० एस० एल बना रहे है। एक खास किस्म का लोहा इस में लगता है, एल्युमिनियम किल्ड क्वालिटी स्टील जिसे कहते है और यह हम यहां बनाते भी है और विदेश से मंगाने के लिए भी फाइनन्स मिनिस्ट्री से या जो विभाग इम्पोर्ट के लिए इजाजत देता है, उससे इजाजत मांगी है। लेकिन जैसा मैंने पहले कहा था गैस की भी कमी है।

ताप्ती नदी बांध परियोजना के संबंध में महाराष्ट्र से सर्वेक्षण रिपोर्ट

*586 **श्री गंगाचरण दीक्षित** : क्या **सिंचाई और विद्युत** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महाराष्ट्र सरकार ने ताप्ती नदी बांध परियोजना के सम्बन्ध मे सर्वेक्षण रिपोर्ट केन्द्रीय सरकार को प्रस्तुत कर दी है; और

(ख) यदि हां, तो केन्द्रीय सरकार ने उस पर क्या कार्यवाही की है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) और (ख) : एक विवरण सभा पटल पर रखा जाता है।

विवरण

(क) और (ख). अपर तापी परियोजना, जिसमें महाराष्ट्र में 1.37 लाख एकड़ क्षेत्र को सिंचाई सुविधाएं प्रदान करने के लिए जल गांव जिले में हतनुर ग्राम के निकट तापी नदी के पार दायी तट नहर के साथ एक द्वार वाला वियर का निर्माण परिकल्पित हैं, महाराष्ट्र की विकासात्मक योजनाओं में कार्यान्वयन के लिए मार्च, 1970 में स्वीकृत की गई थी और इस समय परियोजना पर निर्माण कार्य चल रहा है।

महाराष्ट्र और मध्य-प्रदेश सरकारों ने परियोजना के चरण-दो, जिसमे संयुक्त प्रयास के रूप में भी संचय बाध, विद्युत् घर और नहरें परिकल्पित है, को शुरू करने का विचार किया है। इन प्रस्तावो पर दोनो सरकारों द्वारा अन्वेषण किए जा रहे है। परियोजना रिपोर्ट और प्राक्कलन अभी तक प्राप्त नही हुए है।

श्री गंगा चरण दीक्षित : ताप्ती नदी मध्य प्रदेश से निकलती है और उस का ज्यादा बहाव मध्य प्रदेश मे ही है। मैं यह जानना चाहता हू कि जो योजना स्वीकृत की गई है, जिस के अन्तर्गत जलगाव जिले में हतनुर गांव के निकट एक बाध का निर्माण हो रहा है, क्या महाराष्ट्र सरकार द्वारा तयार की गई उस की सर्वेक्षण रिपोर्ट मे उस योजना के द्वारा मध्य प्रदेश की भूमि को भी सिंचित करने की व्यवस्था की गई थी। क्या उस योजना से मध्य प्रदेश को कोई फायदा होगा ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): I am very glad to state that Madhya Pradesh and Maharashtra Governments have arrived at a very good compromise in trying to develop

the Tapti river for the use of both the States. There are three proposals on the river—one at Kheria and the other at Nawatha, two dams at both the places, and the third at Hatnur. Hatnur is under construction and the other two are under investigation. Both the Governments have accepted sharing of the waters and so on, and they have promised to send the report by June this year. When the report is received, those two projects will be considered and sanctioned, and then water will be available for both Maharashtra and Madhya Pradesh.

श्री गंगाचरण दीक्षित : मंत्री महोदय ने मैकण्ड स्टेज के बारे में कहा है। मैं यह जानना चाहता हू कि फर्स्ट स्टेज में जो काम आलरेडी हो रहा है, क्या उस के द्वारा मध्य प्रदेश को कोई फ़ायदा होगा ।

DR K L RAO What we call Upper Tapi Stage-II refers to the proposed construction of dams at Kheria and Nawatha The one that is constructed at Hatnur does not benefit Madhya Pradesh The other two reservoirs will benefit Madhya Pradesh.

Security of Services of Employees in Private Companies

*587. SHRI BHOGENDRA JHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) whether it is proposed to ensure statutorily security of service and service conditions of the executives and other officers of private firms and companies in India; and

(b) if so, the main features of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The Companies Act, 1956 regulates the appointment of and remuneration payable to the Directors and Managers as defined in sub-sections (24) and (26) of Section 2 thereof, in Public Limited Companies or Private Limited Companies which are subsidiaries of Public Limited Companies or Private Company deemed to be public companies under section 43A of the Act only. There is no proposal to amend the Companies Act to enlarge the scope of these provisions to cover persons other than managerial personnel.

However, the definition of "workman" as defined in Section 2(s) of the Industrial Disputes Act, 1947 is restricted to workmen drawing wages less than Rs. 500 per month and it does not apply to persons employed mainly in managerial or administrative capacity or to supervisory staff The question whether this definition of "workman" should be redefined for enlarging its scope to cover all or any of the other categories of employees is a matter for the Ministry of Labour and Employment to consider

SHRI BHOGENDRA JHA: It is common knowledge that in the private sector, the management and the owners naturally aspire for, and attempt to implement, the policy of 'hire and fire', and that is why all the officers are dependent upon them for their livelihood and they entirely support the management in helping to violate the Companies Act, Income-tax Act, Labour laws, safety rules, etc. Keeping that in view, may I know what is the hurdle in having in the private sector also the same rules and service conditions which apply to the public sector?

SHRI D. R. CHAVAN: Security of service conditions of executive and other officers of private firms and companies cannot be provided for statutorily under the Companies Act because the power of the Government

to legislate on company law is governed by entry 44 of the Seventh Schedule of the Constitution of India. Under this entry, the Central Government is empowered to enact laws for the purpose of incorporation, regulation and winding up of companies. The Companies Act of 1956 has been enacted in exercise of this legislative power. It is clear from this enactment that laws relating to the security of service, conditions of service of the executives and other officers of private firms and companies is not within the ambit of the Companies Act. Therefore, in the last para of my reply I said that the scope of the definition 'workman' as given in the Industrial Disputes Act is proposed to be widened further. Now, the term 'workman' covers all employees of workmen drawing a salary below Rs. 500. Now, it is proposed to widen the scope of this to cover all these employees drawing a salary upto Rs 1000 and that I have said.

SHRI BHOGENDRA JHA: The Minister perhaps feels helpless. But I do not understand why, when he realises that it is necessary to amend the law, he cannot amend the law or even the Constitution for that purpose because we know that on certain occasions like this Government feel helpless.

When Mr. Bhagwat Jha Azad was the Labour Minister, he and Mr. Jagjivan Ram openly assured us that no workmen working in the Tatas would be dismissed and they gave this assurance— I understand—on the advice of the Prime Minister But, despite that assurance, 34 employees were dismissed.

Just recently, another firm nearby at Faridabad, the Kelvinator of India Ltd. had dismissed one Mr. B. N. Singh, Sales Assistant, without any justification and even the medical certificate was not accepted. So, I want to know what the hurdle is. If the Government so realise that an amendment of the law is necessary so that there may be a uniform law governing the service conditions, etc., of the private sector employees and officers just like in the public sector, what is the hurdle to it?

SHRI D. R. CHAVAN: As I said just now, the case to which a reference has been made by my hon. friend will be covered under the Industrial Disputes Act.... (*Interruptions*) As I said, under the Constitution, it is beyond the ambit of the Company Law to provide security of service to those employees whom the hon. Member just now referred to.

SHRI BHOGENDRA JHA: Why not amend the law if the Government so feel?

MR. SPEAKER: Whatever is the reply, that is before you.

SHRI A. P. SHARMA: Just now the hon. Minister has said that the Industrial Disputes Act is proposed to be revised to cover employees drawing a salary upto Rs. 1000 instead of Rs. 500 as at present. May I know that in view of the recommendation of the Third Pay Commission's report, as there will be many employees who will be still required to be covered, does the Government propose to see that all class III and Class IV employees are covered under the Industrial Disputes Act?

SHRI D. R. CHAVAN: This is a question which has to be addressed to the Minister of Labour.. . (*Interruptions*) I answered the question but normally the question should have been transferred to the Labour Ministry. Therefore, I collected this information and on the basis of the information I have replied.

SHRI BHAWAT JHA AZAD: I will put a supplementary purely relating to this Ministry I would like to know whether with respect to the class

of executives and other officers of private companies who are mentioned in this question, with a view to amend the law, if necessary in future, has any assessment been made as to how these private companies, even under the present law are not giving full security to their employees. Have you made any assessment about that?

SHRI D. R. CHAVAN: To my knowledge, I do not think any assessment has been made about it.

SHRI DINEN BHATTACHARYYA: Should I take from the Minister's reply that at the present moment there is no security of service for those employees who are drawing more than Rs. 500? If that is so, can a provision be made in the Companies Act? As Mr. Bhogendra Jha said, you can obviate and circumvent many of the corrupt practices, if these people in the higher-ups are given some sort of security under the law. Is there any such proposal before the Government or not?

SHRI D. R. CHAVAN: This is being looked into under the Industrial Disputes Act.

Reasons for delay in implementing the recommendations of the Bureau of Industrial Costs and Prices on Bulk Drugs

589. SHRI P. M. MEHTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the reasons why the recommendations of the Bureau of Industrial Costs and Prices in respect of fair prices of certain bulk drugs and norms and mark-up as prescribed in the Drugs (Price Control) Order, 1970 are not being implemented expeditiously?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): The report of the Working Group set up under the Chairmanship of the Chairman, Bureau of Industrial Costs and Prices in respect of fair prices of certain bulk drugs, etc., is under active consideration and a decision is expected to be taken soon. The Working Group has made a number of suggestions regarding fixation of prices of 24 bulk drugs (including gelatine capsules) and to regulate the prices of formulations and the effect of such recommendations has to be studied in great detail with reference to the implications for the drug industry as a whole. The various representations received from the pharmaceutical associations have also to be taken into account.

SHRI P. M. MEHTA: I would like to know from the hon. Minister as to on which date the reference was made to the Working Group to recommend the selling price of 26, not 24, bulk drugs? When did they actually submit their report? Since how long has this been under active consideration of the Government?

SHRI D. K. BOROOAH: My submission is this. There were 25 bulk drugs examined by the Working Group under the aegies of the Bureau of Industrial Costs and Prices and one of the items namely transfusion solution was not considered to be coming under the bulk drug category and therefore it was decided to take away this item from the study of the Working Group. Originally it was 25 and then because of this, this came to 24, and this one item was left out It was not considered to be a bulk drug. The report was submitted in October, 1972. There are 50,000 formulations which are involved and this is a broad spectrum, broad subject and therefore it is taking some time. Even so, we are hoping to come to decision by about 15th of May.

SHRI P. M. MEHTA: On what date the reference was made to them?

SHRI D. K. BOROOAH: This working group was set up in September, 1970. They submitted the report between April to October 1972. The last report was in October, 1972.

SHRI P. M. MEHTA: So, it took two years for them. Now, my second question is this. Is the Minister aware of the fact that 15 to 20 foreign dominated firms are controlling the drug industry and business worth Rs. 260 crores out of Rs. 360 crores? That is why they are making huge profits and repatriating huge amount of money by way of dividends, profits, by way of technical know-how, royalties, etc. They are not willing to implement the recommendations and they do not want to take any action. This is a very serious matter. May I know whether the association, namely, OPPC is exerting any pressure on the Ministry, to see that no action is taken or action is delayed or diluted?

SHRI D. K. BOROOAH: Sir, I am in agreement with the hon. Member that the Drug industry is dominated by foreign companies as well as foreign companies in which there are Indian equities. But the reason he adduced for not implementing is not the influence of these. On the other hand there is a thinking in my Ministry that we should help the Indian manufacturers of drugs and pharmaceuticals to the extent possible. So, the question of influence of foreign drug companies does not arise.

श्री विभूति मिश्र : हमारी सरकार सिफारिशों के बारे में कब तक फैसला करेगी तथा जो ड्रग गांवों तक पहुचेगी, अस्पतालों तक पहुचेगी, क्या उस पर कीमत निश्चित रूप से लिखी रहेगी या नही लिखी रहेगी ?

श्री देवकांत बरुआ : मैंने 15 मई के पहले इस को करने का सिद्धान्त तय कर लिया है। विभूति मिश्र जी ने जैसा बताया है कि उस पर दाम लिखित रहना चाहिए, यह भी अच्छी सलाह है, इस के बारे में विचार करेंगे ।

श्री विभूति मिश्र : आप ने कहा कि लिखवा देंगे, मैं जानना चाहता हूं कि सरकार इस के बारे में सोच रही है या नहीं सोच रही है ?

श्री देवकान्त बरुआ : यह बात सरकार सोच रही है और जब विभूति मिश्र जी ने कहा है तो इस से भी हमारे हाथ मजबूत हैं ।

SHRI K. S. CHAVDA: May I know whether Study Group on industrial costs and prices have made any recommendation regarding foreign dominated firms for controlling and regulating because they are making fabulous profits in case of drugs?

SHRI D. K. BOROOAH: It is the policy also that the foreign companies should dilute their equities and introduce Indian participants. But the whole question will be gone into by a committee consisting of MPs as well as experts as to how to reduce the area of dominance by the foreign drug companies.

Captive mines for Thermal Power Stations

*591. SHRI B. S BHAURA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the suggestion that thermal power stations should have captive mines to ensure adequate supply of coal to them has been implemented; and

(b) if so, where and in what manner?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAL GOVIND VERMA): (a) and (b). The various Thermal Power Stations are being linked to particular collieries to supply their needs of coal on long term basis. In view of electricity generation and the Coal mining, both now being in the Public Sector, it may not be necessary for the Power Stations to have captive mines of their own.

At present Neyveli Lignite Corporation have their own mines for supply of lignite to the Thermal Power Station located there.

SHRI B. S. BHAURA: This suggestion was made as due to shortage of coal there was shortage of electric supply from thermal plants. May I know from the hon. Minister, if this is true, on what ground the government has rejected this suggestion?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): It is true that at some power stations it has not been possible to meet their full requirements of coal. Therefore, the question of locating thermal stations at the pit-heads is under considerations. At the moment we have got some thermal stations at the coal pit-heads but even then we find there is not sufficient coal supply. As the coal mines are now in the hands of the government we do not want separate mines for the projects.

SHRI B. S. BHAURA: In view of the fact that there is no colliery or coal mines near Punjab, to which colliery is the Bhatinda thermal plant going to be linked up by Government?

DR. K. L. RAO: It is true that Punjab is short of coal. That is why there is reluctance for sanctioning power stations based on coal in Punjab. But due to the urgency of the requirement, the Bhatinda power station has been located in Punjab. That power station has to be linked to Bihar-Bengal coal fields; later when the Central India coal fields at Singrouli are able to be linked, it will get coal from Singrouli.

SHRI S. R. DAMANI: Since the last one year there is a general complaint of poor quality coal supplied to thermal stations. What are the reasons for this supply of poor quality coal and what steps are Government going to take to improve the quality of the coal supplied to thermal plants so that they can generate to full capacity and do not have to suffer on account of supply of inferior quality coal?

DR. K. L. RAO: It is true that the thermal power plants have to utilise poor quality coal as that is the coal available in their country. Most of the power plants have to use coal. That is why the thermal power plants in India will be based essentially on coal.

With regard to the point the hon. member has raised, the only difficulty is that there are some abrasive materials in this coal which are very injurious to the equipment; coal gets mixed up with some stones. Therefore, a suggestion has been made that this coal should be passed through washeries which will eliminate these abrasive materials. We have got to have coal for use in these plants which will be free of these abrasive materials That has to be done by the washeries.

SHRI D. D. DESAI: The hon. Minister stated that the collieries are now in the public sector and there is no need for linking. But the designs of the firing and grate system of the boilers fully dependent upon coal analysis. Would it not be proper to analyse the coal of different seams and the thermal stations are specifically linked to collieries producing coal suitable for such plants? One of the reasons for breakdown of thermal plants, maintenance problems or reduced capacity is the presence of sulphur, phosphorous ash and other matters in the coal supplied and used. Therefore, would it not be proper to design the thermal plants based on an analysis of the coal to be supplied to them?

DR. K. L. RAO: Naturally, power stations must be designed to obtain the maximum efficiency with a particular coal. In fact, the boiler has to be designed only after knowing where

the coal is to come from and what is its quality In India, we are not well organised in this respect; we are not able to have supply of coal arranged that way to the thermal stations But I hope in the future it will be possible to fix up every power station to a particular coal field That is the object. There is a Fuel Linkage Committee to link up coal mines to particular power stations That is being done I only hope that the coal mines will be developed to such an extent that it will be possible to link up in this way

I did not say there was no need for linkage. I said there is no necessity for taking any action for the captive mines not for linkage Linkage must be there The boiler must always be designed for a particular coal.

प्रबन्ध तथा श्रम सम्बन्धी निगमित उपक्रम समूह द्वारा दिए गए सुझाव

*593 श्री अम्बेश क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) प्रबन्ध तथा श्रम सम्बन्धी निगमित उपक्रम समूह ने अपनी स्थापना होने के बाद से अब तक कितने विषयों पर विचार किया है ;

(ख) क्या इस समूह ने रेलवे के ढाचे मे परिवर्तन लाने का सुझाव दिया है; और

(ग) यदि हा, तो इस समूह द्वारा दिए गए सुझावो की मुख्य बातें क्या है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) The Corporate Enterprise Group of Management and Labour in their Ist meeting held so far, in November, 1972, discussed in detail the methods and procedures for the conduct of business of the Group and the agenda for the next meeting.

(b) No.

(c) Does not arise.

श्री अम्बेश : क्या मन्त्री जी बताने की कृपा करेंगे कि इसकी स्थापना कब हुई थी, इसको रिपोर्ट कब तक देनी है और साथ ही क्या यह भी बतलायेंगे कि इसका स्कोप क्या है किन किन विषयो के अन्तर्गत इसको अधिकार दिए गए है अपनी रिपोर्ट प्रस्तुत करने के लिए ?

श्री मुहम्मद शफी कुरेशी इसमे कोई रिपोर्ट नही देनी है बल्कि एक किस्म से मनेजमेन्ट और लेबर के आपस मे काम करने का तरीका है ताकि इसमे रेलवे की भलाई हो। पहली मीटिंग नवम्बर 1972 मे हुई है और अगली मीटिंग की तारीख मुकर्रर नही हुई है। जिन चीजों की तरफ ध्यान देंगे वह यह है कि रेलवे का मनेजमेंट और लेबर इस तरह से काम करे जिससे रेलवे की एफीशिएन्सी बढ़े और वह उन बातो पर भी गौर करे जो कि वेलफेयर के काम है—मकानो, हास्पिटल और स्कूल—उसमे लेबर और मनेजमेन्ट दोनो मिलकर काम करे। इस ग्रुप का मकसद ही यह है कि रेलवे की बहबूदी और तरक्की के लिए दोनो मिल कर काम करें।

SHRI A. P. SHARMA: Under this scheme, I understand that a joint management study team has to go and study the working of the railways in different places. May I know what is the position in regard to that?

SHRI MOHD. SHAFI QURESHI: It was decided that after this committee functions at the Central level, we will see how it works and then extend it to the zonal level also.

Study regarding maintenance of Indigenous and Imported Turbo Generator Sets

*594. SHRI D. D. DESAI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have made any comparative study of the costs of (i) installed KW, (ii) unit of power generated and (iii) maintenance of indigenous and imported Turbo Generator sets; and

(b) if so, the findings of the study?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) and (b). Although a number of projects to be equipped with indigenously manufactured turbo generator sets are already in hand, very few installations equipped with indigenous sets have so far been completed and commissioned. In fact, out of the total present installed capacity of about 18 million kW, only 0.54 million kW is comprised of indigenously manufactured sets (365 MW thermal and 175 MW hydro). It is, therefore, too premature at this stage to make a comparative study, as suggested. The cost as well as performance of the indigeneous generating sets are, however, being watched carefully with a view to effecting improvements in future. Partinent data are also being compiled which will enable a comparative study as soon as statistically significant data become available.

SHRI D. D. DESAI: In the statement, it is mentioned that 18 million kilowatts is the present installed capacity and that only 0.54 million kilowatts is the indigenous sets capacity, and therefore it is not possible to give the cost for the unit of the installed power generated, the cost of operation and the cost of maintenance. Would the Minister now consider whether it is worth-while depending upon indigenous plants solely, when, during the whole of the past decade, the total addition in the installed capacity has been hardly of the order of 0.54 million kilowatts and when he is not in a position to disclose the figures in rupees for the unit-cost of the installed capacity, of indigenous as well as imported sets? In the light of the present difficulty, when the ratio is 1:20, that is, one rupee invested in power yields Rs. 20 by way of GNP per annum, would the Minister consider it proper to hold the country to ransom by the present difficulties in power generation?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): It is true—what the hon. Member has said; namely, through the indigenous manufactured sets, there is only half a million kilowatts of power so far. Out of the 18 million kilowatts that we have in a day, only half a million is through indigenous sources. But we expect to add this year 1973-74, another one

million to one and half million kilowatt of indigenous manufacture, so that at the end of the further Plan, we expect to have 20 million kilowatts and we expect to have two million kilowatts through indigenous manufacture.

What the hon. Member said is also true, that is, in order to ensure adequate power and stop the shortage of power in the country we should not hesitate to import if necessary. That is also our policy. But the idea is to try to manufacture as much as possible indigenously rather than by import. But, if it is found at any time that the power development in this country is being retarded on account of the want of various machines, certainly import will be made.

SHRI D. D. DESAI: The present annual programme of additional power generation capacity is of the order of 2.5 million kilowatts, and by your own statement in the last decade the total output of indigenous plants has been about half a million kilowatts only. What is the reason for it? Are you going to make up every year, by imported equipment, two million kilowatts and are you going to make up the backlog by adding four million kilowatts by import immediately?

DR. K. L. RAO: This question is being looked into by a committee which has appointed for this purpose. The hon. Minister in charge of it in Uttar Pradesh is the Chairman of the Committee and the Committee consists of a number of Ministers of the States. They are going into this question to see how far equipment has to be imported from outside to meet the needs of power development in this country. I expect the Committee's report in a few months and then it is time for us to think of that problem. On the whole, I should say that initially we had some troubles and it took sometime for us to deal with them and make suitable improvements in the workshops and so on and we are now in a better position and consequently we are in a position to do much better in the manufacture of indigenous machinery than before.

Execution of Nagarjuna Sagar Project, Andhra Pradesh

*595. SHRI K. RAMAKRISHNA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress made in the execution of Nagarjuna Sagar Project, Andhra Pradesh; and

(b) the places and the area to be benefited by the project, District-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) and (b). The construction of Nagarjunasagar Dam is nearly complete. The main canal on the right bank upto mile 57, branches and distributories in blocks 1 to 10 and part of block 11 have been completed, and potential of 7.26 lakh acres created. The main canal on the left bank upto mile 72, branches and distributories in blocks 1 to 12 and part of block 13 have been completed, and a potential of 2.81 lakh acres created.

The State Government have reported that the area localised in the various districts is as follows:—

Right Bank Canal:

Prakasam District .. 4.46 lakh acres

Guntur District .. 6.65 lakh acres

Left Bank Canal:

Nalgonda district .. 3.05 lakh acres

Khammam district .. 2.15 lakh acres

Krishna district .. 1.65 lakh acres

The area yet to be localised is 2.58 lakh acres.

SHRI K. RAMAKRISHNA REDDY: Will the hon. Minister kindly tell us by what time the Nagarjunasagar project would be completed and how much area will be irrigated?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): I expect the project to be completed in the Fifth Plan and the total area contemplated at present for irrigation is about 20.5 lakhs.

SHRI K. RAMAKRISHNA REDDY: By what time power will be generated from the Nagarjunasagar project and what steps are being taken for this purpose?

DR. K. L. RAO: It is the pump storage system which is contemplated here and machines have got to be imported from outside and I expect this to be done in the Fifth Plan.

WRITTEN ANSWERS TO QUESTIONS

Progress made for Reorganisation of R. P. F.

*581. SHRI G. Y. KRISHNAN:
SHRI VARKEY GEORGE:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1040 on the 21st November, 1972 regarding changes proposed in the set up of Railway Protection Force to combat crime on Railways and state the progress of implementation of the scheme chalked out for the reorganisation of Railway Protection Force?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): The implementation of the scheme of Re-organisation of Railway Protection Force on the Railways is being actively pursued. As a first step in that respect about 1600 Rakshaks have already been recruited. The reaction of additional posts of supervisory staff (non-gazetted) is at present under scrutiny of the respective Railway Administrations and those of Gazetted Officers is under examination in the Railway Ministry. The implementation of other consequential changes as envisaged in the scheme will follow subsequently.

कोट्टवाल्सा और किरन्दूल (दक्षिण पूर्व रेलवे) के बीच रेलवे लाइन

*582. **श्री हुकम चन्द कछवाय :** क्या रेल मंत्री दक्षिण-पूर्व रेलवे के विद्युतीकरण के बारे में 5 दिसम्बर, 1972 के अतारांकित प्रश्न संख्या 3002 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या कोट्टवाल्सा और किरन्दूल के बीच रेलवे लाइन के बारे में सर्वेक्षण इस बीच पूरा कर लिया गया है; और

(ख) यदि हां, तो उसका क्या परिणाम निकला है और उस सम्बन्ध में सरकार का भावी कार्यक्रम क्या है ?

रेल मंत्री (श्री एल० एम० मिश्र) : (क) जी हां ।

(ख) दक्षिण-पूर्व रेलवे के वाल्तेरु-कोट्टवलासा-किरंदूल खण्ड का बिजलीकरण मुख्यत: इस ढलान वाले खण्ड में लौह अयस्क की भारी मात्रा में ढुलाई के लिए किया जा रहा है । इस रेलवे लाइन की लम्बाई 471 कि० मी० है जिसके बिजलीकरण पर 19.16 करोड़ रुपये खर्च होने का अनुमान है । इस निर्माण कार्य को आगे बढ़ाने के लिए अलग से अधिकारियों का एक दल तैनात किया जा चुका है । प्रारम्भिक अभिकल्प तैयार कर लिये गये है और ऊपरी उपस्कर, उप-स्टेशन आदि की सप्लाई और संस्थापन के लिए टेंडर खुल

चुके हैं और उनकी जांच पड़ताल की जा रही है। इस योजना के 1976 में किसी समय चालू होने की सम्भावना है।

इस खण्ड में लाइन क्षमता को अनुकूलतम बनाने के लिए सर्वेक्षण समिति की रिपोर्ट विचाराधीन है।

कर्वी स्टेशन से चित्रकूट (मध्य रेलवे) तक रेलवे लाइन बढ़ाना

*585. **श्री राम रतन शर्मा**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार मध्य रेलवे के कर्वी स्टेशन से चित्रकूट तक रेलवे लाइन बढ़ाने का है; और

(ख) यदि हां, तो उस पर कब तक कार्य आरम्भ हो जाने की संभावना है ?

रेल मंत्री (श्री एल० एम० मिश्र). (क) कर्वी और चित्रकूट झासी-मानिकपुर खण्ड के दो रेलवे स्टेशन हैं। इन स्टेशनों के बीच रेलवे लाइन के विस्तार का प्रश्न नहीं उठता।

(ख) प्रश्न नहीं उठता

Supply of power to Tripura, Mizoram and other parts of Eastern India from Bangladesh

*588. SHRI M. RAM GOPAL REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Tripura, Mizoram and other parts of Eastern India are likely to get power from Bangladesh; and

(b) if so, the terms and conditions for the power supply by Bangladesh?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) and (b). The Indo-Bangladesh Power Coordination Board constituted recently is yet to start working. It is expected that these matters will be considered by the Board in due course.

Replacement of old Railway Engines

*590. SHRI R. S PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether many of the Railway Engines are quite old and due to their break-downs, trains are often late;

(b) whether Government have made an assessment in this regard; and

(c) the steps being taken to replace the old Railway engines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There are some overaged Engines but trams are not often late on this account.

(b) Yes.

(c) It is proposed to replace only those locos which are beyond economical repairs or are not suitable for operating requirements

Expansion of Refineries by Foreign Oil Companies

592. SHRI DHARAMRAO AFZALPURKAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) the number of foreign oil companies which have applied to Government for expansion of their refineries; and

(b) the reaction of Government thereto?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BAROOAH): (a) and (b). Of the four foreign oil companies owing refineries in India, the Assam Oil Company had earlier applied for the expansion of its refinery at Digboi. The Government did not accept this proposal in the extent of the consideration of the overall question of setting up of additional refinery capacity in Assam culminating in the decision to put up a new refinery at Bongaigaon. The other three foreign oil companies i.e., Burmah Shell, Esso and Caltex claimed that they have between them spare capacity of about 3 million tonnes per annum. The question of utilising the additional capacity claimed to be available at these refineries will be considered by the Government at the appropriate time when the demand for products in the economic supply areas of these refineries justifies such utilisation.

Estimated Power Requirements in North Bengal Districts

*596. SHRI R N BARMAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have made any survey of the power requirements in North Bengal District; and

(b) if so the main feature thereof and how Government propose to meet the demand?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a): Yes, Sir. The West Bengal State Electricity Board had carried out a quick survey in July/August, 1972 of North Bengal area regarding the power requirements.

(b) The main features of the survey are given in the statement enclosed.

The following steps are proposed to be taken to meet the demands:—

(i) The State Electricity Board have installed/are installing some second hand diesel sets to meet the immediate shortage. The derated capacity of these is about 3.5 MW.

(ii) Efforts are being made to get about 10 MW power from Bihar and 3 MW from Assam State Electricity Boards.

(iii) 2x3.5 MW sets have been permitted for import to reinforce the power supply position in North Bengal.

(iv) It has been proposed to set up a new thermal power station at Dalkhola with an installed capacity of 2 x 120 MW units to supply power to North Bengal and North Bihar.

Statement

	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77
Installed capacity (MW)	36·8	49·5	49·5	49·5	51·5	51·5
Peak capacity (MW)	21·5	32·1	35·5	37·7	39·7	40·7
Peak Load—MW	18·9	34·0	46·0	56·0	66·0	77·0
Gross Margin—%	13·7	5·6	22·8	32·7	40·0	47·0
Energy potential—MkWh	47·9	87·6	130·5	144·0	149·8	149·8
Energy requirement—MkWh	44·5	89·6	129·0	161·0	196·0	235·0
Surplus (Deficit)—MkWh	3·4	(2·0)	1·5	(17)	(46·2)	(85·2)

Unorthodox Methods for laying New Railway Lines

*597. SHRI SHRIKISHAN MODI.
SHRI BIBHUTI MISHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry proposes to adopt unorthodox methods for laying new Railway lines and if so, the gist thereof,

(b) whether he discussed this matter with Finance and Planning Ministers and

(c) if so, the reaction of the Finance and Planning Ministers thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. A new strategy for construction of new railway lines required for development purposes is under consideration The guiding principles have already been indicated in Para 41 of the speech of the Minister of Railways while presenting the Budget for the year 1973-74 on 20th February, 1973. The same principles will also apply to the conversion projects in the underdeveloped areas.

(b) and (c). A reference has already been made to both the Minister for Finance as well as the Minister for Planning. Keeping in view the persistent demands from various States and the existing drought conditions in the country, they have been requested to provide an enhanced outlay of Rs. 255 crores on this account. Their reaction is awaited.

Refilling of Aircraft of Foreign Airlines in India by I.O.C.

*598 SHRI PRIYA RANJAN DAS MUNSI. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Indian Oil Corporation has increased its business of refilling aircraft of foreign Airlines at Palam, Dum Dum and Santa Cruz Airports;

(b) if so, what is the actual number of foreign Airlines whose aircraft are refilled by Indian Oil Corporation in India at the moment; and

(c) what is the annual net profit of Indian Oil Corporation on this account?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BAROOAH): (a) Yes, Sir.

(b) Eighteen.

(c) The IOC has estimated its annual net profit on this account as Rs. 12 lakhs.

बिहार की सिंचाई योजना के लिए सहायता

*599. **श्री रामावतार शास्त्री** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार सरकार ने 98 करोड़ रुपये की लागत की कोई सिंचाई योजना तैयार की है ;

(ख) क्या राज्य सरकार ने इस योजना को कार्यान्वित करने के लिए केन्द्रीय सरकार से भी सहायता की मांग की है; और

(ग) यदि हां, तो सरकार की उस पर क्या प्रतिक्रिया है ?

सिंचाई और विद्युत मंत्री (डा० के० एल० राव) : (क) भारत सरकार को बिहार सरकार से 98 करोड़ रुपये की लागत की कोई भी सिंचाई स्कीम प्राप्त नहीं हुई है। परन्तु उसे फरवरी, 1973 में

सुवर्णरेखा बहुउद्देशीय परियोजना प्राप्त हुई है, जिस पर 90 करोड़ रुपये लागत आने का अनुमान है ।

(ख) जी, हां ।

(ग) वित्तीय सहायता देने के प्रश्न से पहले, परियोजना की अभी जांच होनी है और इसको स्वीकृति प्रदान की जानी है ।

परिसीमन आयोग का गठन

*600. **श्री शिव कुमार शास्त्री:**
श्री एम० एस० शिवस्वामी

क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या परिसीमन आयोग का गठन पूरा हो गया है ;

(ख) यदि हां, तो वे राज्य कौन-कौन से हैं जिन्हें आयोग अपने कार्य में प्राथमिकता देगा; और

(ग) यह अपना प्रतिवेदन कब तक प्रस्तुत कर देगा ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) : (क) जी हां ।

(ख) परिसीमन आयोग उत्तर प्रदेश और नागालैण्ड राज्यों तथा पांडीचेरी संघ राज्य क्षेत्र के सम्बन्ध में परिसीमन कार्य को पूर्विकता देगा क्योंकि इन राज्यों और संघ राज्य क्षेत्र में साधारण निर्वाचन 1974 के आरम्भ में होने वाले है। चूंकि उडीसा राज्य की विधान सभा और मणिपुर राज्य की विधान सभा विघटित कर दी गई है अत: हो सकता है कि आयोग इन राज्यों की बाबत परिसीमन कार्य को भी पूर्विकता के आधार पर करे ।

(ग) इस समय यह बताना सम्भव नहीं है कि आयोग अपना कार्य पूरा करने में कितना समय लगाएगा ।

Impact of agitation in Andhra Pradesh on movement of coal from Tamil Nadu

5700. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the movement of coal from Tamil Nadu to feed thermal power stations had been affected due to the upheaval in Andhra Pradesh; and

(b) if so, the reaction of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Hon'ble Member presumably refers to the movement of coal for power stations in Tamil Nadu.

Despite dislocation of railway operation in Andhra Region due to agitation, coal supplies to the power houses in the Southern Region were maintained by the longer route *via* Raichur.

Shareholders of Orissa Mineral Development Co. Ltd.

5701. SHRI BALJIBHAI PARMAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 5419 on the 22nd December, 1972 and state:

(a) the number of shareholders of Orissa Mineral Dev. Co. Ltd., which hold little less than half the share capital of M/s. Bolani Ores Ltd.

(b) how many of the shares are held by promoters of the holding company i.e. Orissa Mineral and how many by the Institutions and public; and

(c) the number of shareholders holding less than Rs. 20,000 worth of face value of shares?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) to (c). Information is being collected and it will be laid on the Table of the House.

Relieving of Managing Director of Cochin Oil Refinery

5702. DR. H. P. SHARMA:
SHRI JYOTIRMOY BOSU:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Managing Director of the Cochin Oil Refinery has recently been relieved of his post by the Phillips Petroleum Company, the foreign collaborator in the Refinery, and replaced by a new Managing Director; and

(b) if so, the grounds on which the former Managing Director has been replaced?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The Managing Director of the Cochin Refinery has not been relieved of his post by the Phillips Petroleum Company, but has been transferred to take over another assignment under the control of that Company in the normal manner.

(b) Does not arise in view of answer to Part (a) of the Question.

Planning Commission's suggestion for Railway Lines in Adivasi/Backward Areas.

5703. SHRI MARTAND SINGH OF REWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Planning Commission has suggested to the Railway Ministry the necessity for introducing new Railway lines in the Fifth Five Year Plan in the interest of the development of backward areas;

(b) whether the Railway Ministry has considered the Adivasis areas in Madhya Pradesh in this context, particular the Rewa Region also; and

(c) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) A memorandum prepared by the Government of Madhya Pradesh regarding development of rail communications in the State has been forwarded by the Planning Commission.

(b) and (c). A traffic survey for a new B. G line from Satna Beohari *via* Rewa, is well in progress and nearing completion. A decision regarding the construction of Satna-Rewa-Beohari line will be taken after the results of the survey in progress are known.

Also a traffic survey for a B G. line from Dhalli-Rajhara to Dantewara/ Jagdalpur has recently been completed and the report is at present under examination of the Railway Board. Meanwhile detailed Engineering Survey for this line also has been taken up. Further consideration to this proposal will be given after the results of this survey become known. The traffic survey for the conversion into B. G. of the northern section of the Satpura Narrow Gauge Railway System with its branches consisting of (a) Parasia-Chhindwara-Seoni-Nainpur-Mandla Fort (b) Jabalpur-Nainpur-Balaghat-Gondia and (c) Chhindwara-Nagpur is well in progress. Further consideration to the project will be given after the survey is completed and the results thereof become known. A reconnaissance survey for the extension of the B. G line from Indore to Mhow (21 Kms) has been completed and report is under examination

Payments to Creditors of Golcha Properties Limited

5704. SHRI BISHWANATH JHUNJHUNWALA Will the Minister of LAW. JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) what are the collections made till date by the Liquidator of the Golcha Properties Pvt. Ltd,

(b) how much of this amount has been earmarked .or distribution for payment of loans to the creditors;

(c) what is the monthly income from the different units of the properties that is being collected by the Liquidator; and

(d) whether the cinemas are showing the same profit as before they came under the Liquidator and if so, the reasons for not distributing the accumulated money to the creditors?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN). (a) to (d). Information is being collected and will be laid on the table of the House.

Setting up of a Granulated Fertiliser Plant in M.P.

5705. SHRI RANABHADUR SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Government of Madhya Pradesh have approached the centre for permission to set up a granulated fertilizer plant in the state, and

(b) if so, the reaction of the Central Government to the request?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No. Sir.

(b) Does not arise

Irregularities in Operating Accounts Branch, D.S., Office, Howrah

5706 SHRI K. LAKKAPPA. Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3799 on the 29th August, 1972 regarding Enquiry into irregularities in operating Accounts Branch, D S Office Howrah and state

(a) whether enquiry into the submission of false documents as pointed out by Audit in their letter dated the 22nd January, 1968 has since been completed, if so, the results thereof,

(b) whether the name of the person who submitted false documents regarding his educational qualifications, does not appear in Calcutta Gazette dated the 12th May, 1938

containing list of successful candidates who passed the Matriculation examination and

(c) Whether Director General Vigilance has enquired into the reasons why the Vigilance Officer, Eastern Railway dropped this case of obtaining appointment and promotion by falsification of documents and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The matter is still under reference between the Howrah Division and the Audit Officer.

(b) The Calcutta Gazette dated the 12th May, 1938 does not contain the name of the person

(c) The case was looked into by the Director General. Vigilance, Railway Board. It was found that the competent authority of the Railway Administration had, on legal advice, decided that the disciplinary case against the employee in question could not be proceeded with to prove the charge in the absence of the relevant original records and the evidence of competent persons. The case was accordingly not pursued by Vigilance.

Assessment of the Scheme to replace "Box" Wagons to carry more Coal to Uttar Pradesh, Punjab and Haryana introduced during Third Plan Period

5707 SHRI AMBESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether during IIIrd Plan period under a scheme "Box" wagons with 2000 tonnes capacity were replaced by those with 3500 tonnes capacity to carry coal to Uttar Pradesh, Punjab and Haryana, and

(b) if so, the reaction of Government as to the success or failure of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS, (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Hon'ble Member presumably refers to the movement of coal being undertaken gradually in heavy capacity BOX rakes in place of ordinary BOX rakes This is being done as a matter of policy to improve the pay load of trains and conserve line capacity. The scheme is proving successful.

Allotment of Wagons to Umaria for Supply of Charcoal to India Metal and Ferro Alloys, Bhubaneswar

5708. SHRI MARTAND SINGH OF REWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of indents placed by the Forest Department for the allotment of wagons at Umaria, for the movement of charcoal to be supplied to Indian Metal and Ferro Alloys, Bhubaneshwar, are still pending for six months and more, and

(b) if so, the reasons therefor and the action taken by Government or proposed to be taken in the near future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) No.

(b) Does not arise.

पूर्वी रेलवे में बिना टिकट यात्रा करने वाले यात्रियों से वसूल की गई धन राशि

5709 श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि विगत तीन महीनों में पूर्वी रेलवे में बिना टिकट यात्रा करने वालों से जुर्माने और किराये के रूप में कितना राजस्व वसूल किया गया ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : पिछले तीन महीनो अर्थात् दिसम्बर, 72 से फरवरी, 73 के दौरान पकडे गये बिना टिकट यात्रियो से किराये और दण्ड के रूप मे वसूल की गई राशि इस प्रकार थी —

दण्ड के रूप मे 7,35,612 रुपये
किराये के रूप मे 2,44,903 रुपये ।

मध्य रेलवे में बिना टिकट यात्रा करने वाले यात्रियो से वसूल की गई राशियां

5710. श्री हुकम चन्द कछवाय क्या रेल मंत्री यह बताने की कृपा करेंगे कि विगत तीन महीनो म मध्य रेलव म बिना टिकट यात्रा करन वाला स जुर्माने और किराये के रूप मे कुल कितना राजस्व वसूल किया गया ?

रेल मंत्रालय मे उपमत्री (श्री मुहम्मद शफी कुरेशी) पिछले तीन महीना अर्थात् दिसम्बर, 72 स फरवरी, 73 के दौरान बिना टिकट पकडे गय यात्रियों से किराये और दण्ड के रूप मे वसूल की गई राशि इस प्रकार थी —

दण्ड के रूप मे 5,77,957 रुपय ।
किराये के रूप मे 3,66,130 रुपये ।

मध्य रेलवे में गत पांच महीनो में अपराधों और हत्याओं की घटनाएं

5711 **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) मध्य रेलवे मे गत पाच महीनो मे चलती गाडियो मे अपराध की कितनी घटनाए दर्ज की गई, और

(ख) उपरोक्त अवधि मे हत्याओ की कितनी घटनाए हुई ?

रेल मत्रालय मे उपमत्री (श्री मुहम्मद शफी कुरेशी) (क) 120 ।

(ख) 1 ।

बधई बोलीमोरा नैरो गेज लाइन को मीटर गेज में बदलना

5712. **श्री अमरसिंह चौधरी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बधई बोलीमोरा नैरो गेज लाइन को मीटर गेज में बदलने का कोई प्रस्ताव है ;

(ख) यदि हां, तो उसका कार्य कब तक प्रारंभ होने की संभावना है और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) अनाभप्रद शाखा लाइन समिति–1969 की सिफारिशों के आधार पर 11 खण्डों पर आमान परिवर्तन के लिए प्रारम्भिक सर्वेक्षण करने के लिए आदेश दे दिये गये थे । इनमें बाधा-बिलीमोरा को शामिल नहीं किया गया था । इससे पूर्व किये गये सर्वेक्षण के परिणाम मालूम हो जाने के बाद ही बाधा-बिलीमोरा छोटी लाइन खण्ड सहित शेष जिन खण्डों के आमान परिवर्तन की सिफारिश की गई है उनके मामले पर विचार किया जायेगा ।

विरमगाम और हावड़ा के बीच गाड़ी चलाना

5713. **श्री अमरसिंह चौधरी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विरमगाम और हावड़ा के बीच गाड़ी चलाने की मांग की गई है; और

(ख) यदि हां, तो इस दिशा में सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) (क) जी हां ।

(ख) हावड़ा और वीरमगाम के बीच एक सीधी गाड़ी का चलाया जाना यातायात की सम्बन्धी औचित्य के न होने के अलावा परिचालन की दृष्टि से भी व्यावहारिक नहीं है क्योंकि मार्गवर्ती खण्डों पर लाइन क्षमता और हावड़ा में टर्मिनल सुविधाएं अपर्याप्त है ।

Extension of Narrow Gauge Line from Pathankot to Haripur Gulair in Himachal Pradesh

5714 **SHRI SUKHDEO PRASAD VERMA**. Will the Minister of RAILWAYS be pleased to state:

(a) whether there are pressing demands to extend the existing narrow-gauge Rail line from Pathankot to Haripur Gulair in Himachal Pradesh;

(b) whether the work would be taken up in the Four'h Five Year Plan, and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No.

(c) The declared policy of the Government at present is that no further N. G. line should be constructed.

महाराष्ट्र में ताप्ती नदी परियोजना

5715. श्री गंगाचरण दीक्षित : (क) महाराष्ट्र में ताप्ती नदी परियोजना की क्रयान्विति के संबध मे नवीनतम स्थिति क्या है तथा उसके पूरा होने का निर्धारित समय क्या है;

(ख) क्या इस परियोजना मे बुरहानपुर तहसील (मध्य प्रदेश) के जैनाबाद गांव के पास ताप्ती नदी पर बने बांध को ऊंचा उठाने की योजना भी शामिल है, और

(ग) यदि हां, तो उसकी मुख्य बातें क्या हैं?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) परियोजना निर्माण के प्रारम्भिक चरणों मे है तथा पांचवीं योजना मे इसके पूर्ण हो जाने की संभावना है ।

(ख) और (ग). परियोजना प्राक्कलन में 1 लाख रुपये प्रावधान (1) मध्य प्रदेश मे हसनूर के निकट नदी के आवश्यक निचले पथों को ऊंचा करने (2) मध्य प्रदेश में जैनाबाद के निकट नदी के निचले पथों के ऊंचा करने अथवा इसके अंतिम सिरों को, यदि आवश्यक हो, सुधारने के लिए है ।

Introduction of New Trains during 1973-74.

5716. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of passenger trains which are proposed to be started in the year 1973-74, State-wise; and

(b) the route on which these trains will run and by what time these will start running?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) and (b). Consistent with the availability of requisite resources by way of line/terminal capacity, additional trains are introduced/extended to meet the requirements of traffic on different section Trains are not introduced State-wise. So far, the following proposals for the introduction/extension of trains during 1973-74 have been finalised:—

(i) A pair of biweekly Janata Express trains between Bina and Lucknow by extending Bombay-Bina bi-weekly Janata Express from 1st April, 1973.

(ii) A pair of fast trains between Buxar and Patna by extending Delhi-Buxar Express Fast Passenger from 1st April, 1973.

(iii) A pair of Express trains between Katihar and Jogbani/Nirmali via Purnea and Darbhanga from middle of April, 1973.

(iv) A pair of shuttle trains between Rangapara North and Tezpore from 15th April, 1973.

(v) A pair of bi-weekly Jayanti Janata Expresses between Delhi area and Samastipur.

Setting up of Thermal Power Station in Bihar in Collaboration with Rumania

5717. KUMARI KAMLA KUMARI: Will the Minister of IRRIGATION & POWER be pleased to state:

(a) whether Government propose to set up thermal power stations in Bihar in collaboration with Rumania; and

(b) if so, the main features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). There is no proposal under consideration of the Government to set up thermal power stations in Bihar in collaboration with Rumania.

Paid UP Capital of Companies

5718. KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Joint Stock Companies both Public and Private and their total amount of paid-up capital at the end of the 1972; and

(b) the total amount of paid-up capital of Government undertakings and private undertakings controlled by large industrial Houses at the end of this period?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R CHAVAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

Representation by Tile Manufacturers of Kerala for Supply of Wagons

5719. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation regarding the difficulties experienced by the Tile Manufacturers in Kerala in getting Railway wagons to carry tiles to different parts of the country;

(b) if so, the steps taken thereon; and

(c) whether box wagons carrying food material to Kerala are returning empty and the authorities are not allowing tiles to be carried in these empty wagons and if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). Box wagons are primarily meant for movement in block rakes of goods in bulk like coal etc. and hence cannot be used for loading of tiles without detriment to coal loading. Tile Industry in Kerala should not have any special reasons for insisting on the supply of box wagons as this traffic can easily be cleared in other than box wagons which can be made available This traffic was moving in ordinary wagons before the advent of Box wagons.

Power Plan for Kerala

5720. SHRI VAYALAR RAVI: Will the Minister of IRRIGATION & POWER be pleased to state:

(a) whether Government have drawn up a 10-year Power Plan for the State of Kerala; and

(b) if so, the broad outlines thereof and the steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) Government of India have prepared a tentative Power Plan (Generation) for the decade 1971—81 which includes proposals for a power programme for Kerala State also

(b) These proposals cover the following hydro schemes in Kerala agregating to 1285 MW

1. Idikki	320	MW
2 Idikki Extn	320	MW
3 Kuttiadi	75	MW
4 Silent Valley	120	MW
5 Lower Perayar	140	MW
6 Poringalkuthu R B	140	MW
7 Small Hydel	30	MW

Kuttiadi Project has already been commissioned while work on Idikki is in progress The Silent Valley Scheme has been sanctioned by the Planning Commission Idikki Extension Scheme has been accepted by the Advisory Committee on irrigation, Flood Control and Power Projects but formal sanction of the Planning Commission is awaited The Scheme reports in respect of Lower Periyar Poringalkuthu R.B and small hydel schemes are yet to be received

Award of Transfer Allowance to Railway Employees

5721 SHRI M S SIVASWAMY Will the Minister of RAILWAYS be pleased to state

(a) whether Government have considered the award regarding transfer allowance to Railway employees given by the Board of Arbitration, and

(b) if so, the decision taken in the matter and progress made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes.

(b) Orders are being issued

Deposits of Crude Oil

5722 SHRI VARKEY GEORGE Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) the approximate deposits of oil which India possesses at present, and

(b) the time by which the country is likely to be self-sufficient in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) (a) As on 1st January 1972, the total estimated quantity of recoverable oil deposits in the oilfields in India was about 1143 million tonnes

(b) It is not possible to make any realistic projection in this regard at this stage

Poor Performance of Public Sector Fertilizer Plants due to Cut-moded Machinery

5723 SHRI BISHWANATH JHUNJHUNWALA Will the Minister of PETROLEUM AND CHEMICALS be pleased be state

(a) whether the performance of the public sector is poor as compared to the fertilizer plants in the private sector plant due to the installation of out-moded machinery in these units and

(b) if so whether any enquiry has been made as to why such machinery was installed in public sector plant when the private sector could install

better machinery and the steps taken to see that future replacements/installations do not suffer from such defects?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The relatively lower utilisation of capacity in some of the public sector units, as compared to the private sector is mainly attributable to technological and other constraints and not to the installation of out-moded machinery in those units.

(b) Does not arise.

Causes of Losses in Public Sector Fertiliser units

5724 SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any indepth study has been made to locate the causes that are leading to the losses in public sector fertilizer units; and

(b) if so, the findings of the study and the steps proposed to be taken to improve the functioning of the public sector plants?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The performance of the public sector fertilizer plants is constantly reviewed with a view to identifying the various factors inhibiting their efficient operation. A major factor is the relatively low capacity utilisation in some of these units and this is found to arise from technical and other constraints. Based on these reviews appropriate remedial measures have been taken or are being taken to improve the performance of these units.

Demurrage Charges realised from Hindustan Steel for Detention of Railway Wagons

5725. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item appearing in the 'Hindustan Times' dated the 9th March, 1973 under the caption "Public Sector Offender of wagon rules" to the effect that Government's decision to levy increased demurrage and wharfage charges from 1st December, 1972 has not been applied to steel plants so far;

(b) if so, whether decision was intended to be implemented in respect of private users only and if not, the reasons for allowing this exemption and whether the same preferential treatment is being given to other public sector projects also; and

(c) what are the annual demurrage charges realised from the Hindustan Steel and the hours of detention that this one single unit accounted for during the last one year and how much more they will now have to pay under the increased levy?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes.

(b) The enhanced rates of demurrage and wharfage charges notified with effect from 1st December 1972 are applicable not only to the private users but also to the public sector undertakings except Steel Plants and Collieries. The rate applicable to colliery sidings has also been enhanced from 21st December 1972 and increase in the rate for Steel Plants is under active consideration.

(c) The amount of demurrage charges realised from three Steel Plants of M/s Hindustan Steel was Rs. 134.29 lakhs during 1971-72. The

extent of the increase in the amount of demurrage charges that they will be required to pay under the increased levy cannot be assessed as the rate is still to be decided.

As regards hours of detention to wagons during the last one year, the information is being collected and will be laid on the Table of the Sabha.

Revised Sanction for Kabini Irrigation Project, Mysore

5726. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether revised sanction has been issued to the revised proposal of the Kabim Irrigation Project of Mysore Government; and

(b) is so, the extent of area in Kerala State likely to be submerged on the completion of the said project under the revised proposal and the compensation to be paid to the Kerala Government?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b) The Planning Commission approved in 1958 a small sized Kabini Project which did not involve any submergence in Kerala In July, 1970 the Government of Mysore sent a revised Kabini Project and it is stated therein that the area that will be submerged will be 254 acres and that land required for colonies etc. will be 650 acres and the total compensation may be about Rs 22 lakhs. The revised project has not been approved by the Government of India.

Disbanding of M.T.P.O. in Madras

5727. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Metropolitan Transport Planning Organisation in Madras will be disbanded by the end of the year; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b). Position regarding the Metropolitan Transport Project Organisation will be known after completion in 1973 of the surveys/studies in the hand of this organisation as also after completion of the 1981 traffic projections now in hand with the State Government.

Death of Station Master, Miraj Station (South Central Railway)

5728 SHRI S. M SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Station Master, Miraj Station on the South Central Railway died on 31st December, 1972 under suspicious circumstances, if so, the facts of the incident;

(b) whether an enquiry has been instituted and if so, the outcome thereof; and

(c) whether any arrests have been made so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) to (c). Shri H. Mallikarjunayya, Station Master, Miraj Station died on 31st December 1972 at about 0.30 hours, after he had sustained head in-

juries. The Railway Police registered a case under Sections 302 and 34 of I.P.C. Investigations in this connection are still in progress. Two railway employees—a Cabin Asstt. Station Master and a relieving Asstt. Station Master were arrested on 2nd January 1973 and 1st February 1973 respectively; they were placed under suspension from the date of their arrest.

Import of Diesel Generating Sets

5729. SHRI ONKAR LAL BERWA:
SHRI M. SANJEEVI RAO:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether some diesel generating sets are being imported from abroad;

(b) if so, the capacity thereof; and

(c) the names of the countries from which these are being imported?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). It is proposed to import for the present 4 sets of 3.5 MW each from USSR for Haryana and West Bengal State Electricity Boards.

It has further been decided to permit import of large size diesel sets from Rupee Payment Area countries for use as stand by sets by industries.

Suburban Railway Net-Work for Delhi

5730. SHRI DHARAMRAO AFZALPURKAR:
SHRI BANAMALI PATNAIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Metropolitan Transport Study Team of the Planning Commission has suggested construction of suburban Railway network as one of the measures to meet the developing transport needs of Delhi;

(b) whether the Central Road Research Institute has carried out any survey of Traffic and Transport requirements of Delhi; and

(c) if so, the details thereof and the reaction of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Metropolitan Transport Team of the Planning Commission suggested techno-economic feasibility survey of a surface Mass Rapid Transit System.

(b) Yes.

(c) Based on the traffic surveys, Central Road Research Institute, New Delhi, prepared a traffic and transportation plan for Delhi and identified the traffic corridors for Mass Rapid Transit System. Metropolitan Transport Project (Railway) Organisation is conducting techno-economic feasibility studies of Mass Rapid Transit System at present.

Companies Registered under Companies Act in Kerala

5731. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the total number of companies in Kerala functioning under the Companies Act at present?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): One thousand one hundred and fifty-three companies limited by shares, registered under the Companies Act were at work in the State of Kerala as on 31st December, 1972.

Percentage of Growth of Fertiliser Industry

5732. DR. LAXMINARAIN PANDEYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the percentage of growth in fertilizer industry during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): The required information is as under:

Year	Nitrogen	Percentage growth Phosphate
1970—71	15·9	3·2
1971—72	14·7	12·1
1972—73	12·3	16·9

Shaw Wallace and Co., Calcutta

5733. SHRI SAMAR GUHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of the various industrial and trade concerns under the control of the M/s. Shaw Wallace and Co., Calcutta;

(b) whether this British concern has sold some of its units; and

(c) if so, the particulars thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) Shaw Wallace and Co., Ltd. has the following subsidiaries:—

1. Cruickshank and Co. Ltd., Calcutta.
2. The Hooghly Flour Mills Co. Ltd., Calcutta.
3. The Indian Yeast Co. Ltd., Calcutta and Uran.
4. The New Samanbagh Tea Co. Ltd., Calcutta and Sylhet.
5. Rajnagar Tea Co. Ltd., Calcutta and Sylhet.
6. Tezpore Tea Co. Ltd., Calcutta and Darrang.
7. Shawlace Nominees Ltd., Calcutta.
8. Shaw Pearson and Smith Ltd., London.
9. Shaw Wallace Bangladesh Ltd., Chittagong, Chalna and Dacca.
10. Shaw Wallace and Hedges Ltd., Ceylon.
11. Lee, Hedges and Co. Ltd., Ceylon.
12. McLarens Ltd., Ceylon.
13. Shaw Industries Ltd, Ceylon.
14. Madras Hides and Skins Exporters Ltd., Madras (In liquidation).
15. SKOL Breweries Ltd.

(b) and (c). Shaw Wallace and Co., Ltd. is an Indian Company in which non-resident shareholders hold about 44.5 per cent shares, according to the information available with the Department. As far as the Department is aware, the company has not sold any of its units but the company had sold the shares it held in Amalgamated Coal Fields Ltd. and Pench Valley Coal Co. Ltd. (both incorporated in India) and in R. G. Shaw and Co. Ltd. (incorporated in the U.K.).

Explosion in Sindri Fertiliser Plant

5734. KUMARI KAMLA KUMARI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of explosions in Sindri Fertilizer Plant in the year 1971-72 and the number of persons who got injured; and

(b) the amount of compensation given to them and the steps taken by Government to inquire into the causes of explosion?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) There were no explosions in Sindri Unit in 1971-72.

(b). Does not arise.

Coal Requirement of Gujarat State during 1972-73.

5735. SHRI ARVIND M. PATEL: SHRI VEKARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) what was the total requirement of coal of Gujarat State for the year 1972-73, month-wise; and

(b) how much coal was supplied during that period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS. (SHRI MOHD. SHAFI QURESHI): (a) and (b). The month-wise programme and loading of different types of coal and coke to Gujarat State during 1972-73 (upto 28th March, 1973) were as under:

(Figures in four wheeler Wagons)

Month	Programme	Loading
April, 72	14543	9846
May, 72	15491	9728
June, 72	14656	9733
July, 72	14069	10824
Aug. 72	15106	10479
Sep. 72	14751	10222
Oct. 72	16485	12080
Nov. 72	15343	9671
Dec. 72	16496	10623
Jan. 73	14723	13065
Feb. 73	14863	9060
Mar. 73	15761	8802 (upto 28th March)

Delay in completion of Projects due to fault of contractors

5736. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION & POWER be pleased to refer to the reply given to Unstarred Question No. 2015 on the 6th March, 1973 regarding delay in completion of projects due to fault of contractors and state:

(a) whether any action was taken against contractors who were held responsible for delay in the execution of the projects and if so, their names and the nature of action taken against each; and

(b) the names of such contractors who got additional money under escalation clause of agreement and the amount paid to each such contractor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The requisite in-

formation is being collected from the concerned State Governments, State Electricity Boards etc. and will be placed on the Table of the House on its receipt.

Holding of Elections to the Legislative Assembly in Orissa

5737. SHRI FATESINGHRAO GAEKWAD: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are taking steps to hold early elections to the Legislative Assembly of Orissa;

(b) if so, when the elections are proposed to be held; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) Before a General Election is held in the State of Orissa to constitute a new Assembly, fresh delimitation of Assembly and Parliamentary Constituencies on the basis of the 1971 Census figures has to be completed. Certain preliminary steps for the holding of elections have already been initiated by the Election Commission. The Commission has taken steps to revise the electoral rolls intensively in Orissa with 1st January, 1973 as the qualifying date. The enumeration work is scheduled to start with effect from April 15, 1973, and the rolls are expected to be published in draft by September 15, 1973. After disposal of the claims and objections by the electoral registration officers, necessary amendments to the draft published rolls are to be printed and thereafter the rolls so revised are expected to be finally published by November, 1973.

(b) No date for the election has yet been fixed.

(c) Does not arise.

Grant of Loans to Assam for Petrochemical Project at Namrup

5738. SHRI SUKHDEO PRASAD VERMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Assam Government have asked for a loan for the Petrochemical project at Namrup in Assam; and

(b) if so, the reaction of Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The Assam Industrial Development Corporation has applied to the financial institutions for financing the project.

(b) The loan application is under consideration of the financial institutions.

Setting up of Nuclear Thermal Projects in Mysore

5739. SHRI G. Y. KRISHNAN: Will the Minister of IRRIGATION & POWER be pleased to state:

(a) whether Mysore State have requested the Central Government to set up either nuclear or thermal projects in the State and have made an offer that the power generated therefrom could be used through the Southern power grid; and

(b) if so, the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No specific proposal has so far been received from the Government of Mysore.

(b) Does not arise.

Fuel Oil used in fertiliser plants

5740. SHRI G. Y. KRISHNAN:

SHRI DHARAMRAO AFZALPURKAR:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the extent of fuel oil being used at present by fertilizer plants for production of fertilizers along with the names of the plants?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) Presently, no fertilizer plant is in operation based on fuel oil as feedstock for ammonia production. However, Haldia and the Nangal (Expansion) Projects are under implementation based on fuel oil/heavy petroleum fractions as feedstock. Sindri (Modernisation Scheme) will also be using fuel oil/heavy fractions as the feedstock.

Policy on conversion of main lines from metre gauge to broad gauge

5741. SHRI N. R. VEKARIA: Will the Minister of RAILWAYS be pleased to state Government's policy about the Branch lines when the Main lines are converted from Metre Gauge to Broad Gauge?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Conversion of lines from metre gauge to broad gauge is considered on the basis of transportation requirements which cannot be catered to by providing other cheaper line capacity works. In the case of branch lines those which for operational considerations have to be treated along with the main line as a composite project irrespective of financial viability or otherwise are taken up along with the main line for conversion.

Railway wagons for Bhilai Steel Plant

5742. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the effective functioning of the Bhilai Steel Plant is hampered due to shortage of wagons; and

(b) if so, the steps Government have taken to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

सैदार, खुरहण्ड, डिंगवाही और अतर्रा रेलवे स्टेशनों पर पीने के पानी की व्यवस्था

5743. श्री राम रतन शर्मा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे में झांसी-भानिकपुर के बीच सैदार, खुरहण्ड, डिंगवाही तथा अतर्रा रेलवे स्टेशनों में यात्रियों के लिए पीने के पानी की समुचित व्यवस्था है, और

(ख) यदि नहीं, तो क्यों ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी) : (क) जी हां ।

(ख) उपर्युक्त भाग (क) के उत्तर को देखते हुए प्रश्न नहीं उठता ।

मध्य प्रदेश में नई रेलवे लाइनों के लिए राज्य सरकार का प्रस्ताव

5744. **श्री पंडा चरण दीक्षित :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य प्रदेश सरकार ने हाल में रेलवे बोर्ड को प्रस्ताव भेजा है कि मध्य प्रदेश राज्य में कुछ नई रेलवे लाइनों का निर्माण किया जाये;

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं; और

(ग) उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). मध्य प्रदेश सरकार द्वारा राज्य में रेल संचार का विकास करने के सम्बन्ध में तैयार किया गया एक ज्ञापन योजना आयोग द्वारा अग्रसित कर दिया गया है:

इसमें निम्नलिखित नयी लाइनों और आम परिवर्तन के बारे में विचार करने का सुझाव दिया गया है:—

(1) इन्दौर-भार-झबुआ-दोहद ।

(2) खण्डवा-मिकनगांव-खारगोन बड़वानी-झबुआ-दोहद ।

(3) जबलपुर-दमोह--टीकामढ़-ललितपुर ।

(4) सागर-करेली-नरसिंहपुर-छिन्दवाड़ा

(5) टीकमगढ़-छतरपुर-खजराहो, पन्ना-सतना ।

(6) सतना-रीवा-बम्होरी ।

(7) चिरीमिरी-बड़वाडीह-बैकुन्ठपुर-अम्बिकापुर

(8) भेरान्ड ल्ली-कोआन्डागांव-जगदलपुर ।

(9) जबलपुर-बालाघाट-गोंदिया ।

(10) सिओनी-छिन्दवाड़ा-परासिया नागपुर ।

(11) धमतरी-रायपुर और अम्भानपुर राजीन-नवापाड़ा ।

(12) शिवपुर-ग्वालियर-भिन्ड-सवाई माधोपुर का बदलाव ।

(13) जोरा (शिवपुर-ग्वालियर) मुरैना-अम्बाह-सोनी (ग्वालियर) भिन्ड का बदलाव ।

(14) शिवपुरी-ग्वालियर तक गुना-भक्सी रेल सम्पर्क ।

(15) उज्जैन-आगरा (बदलाव) नल-खेड़ा-सुसनेर-झलवाड़ा-कोटा (राजस्थान)

(16) बालाघाट-बारासिवनी- कटंगी-तिरोड़ी-रेलवे स्टेशन ।

(17) डल्ली ल्जहरा-नारायणपुर-कोन्डागांव-जादलपुर ।

(18) किरिन्डुल से कौट्टावलासा ।

(19) चन्दा और काजीपेटु के बीच किरिन्डुल से केलनुर तक ।

या

(20) दन्तेवाड़ा से चान्दा और

(21) जगदलपुर-टिटलागढ़

(ग) ऊपर (क) और (ख) में उल्लिखित प्रस्तावों में से निम्नलिखित नयी लाइनों/आमाम परिवर्तन के सम्बन्ध

सर्वेक्षण किये जा चुके हैं/ किये जा रहे हैं :

(1) इन्दौर-दोहद : 1953–55 में किये गये इंजीनियरी और यातायात सर्वेक्षण से पता चला कि यह लाइन अलाभप्रद रहेगी ।

(2) सतना-रीवा-बिहौरी : इस लाइन से यातायात सर्वेक्षण का काम बहुत भली प्रकार चल रहा है और लगभग पूरा होने वाला है ।

(3) ढल्ली-राजहरा से दन्तेवाडा/ जगदलपुर, ऊपर (क) और (ख) में क्रम० सं० 17 के अनुसार :

ढल्ली-राजहरा से दन्तेवाडा/ जगदलपुर के बीच बड़ी लाइन के लिए यातायात सर्वेक्षण हाल ही मे पूरा किया जा चुका है और रेलवे बोर्ड द्वारा रिपोर्ट की जांच की जा रही है । इस बीच इस लाइन के लिए विस्तृत इंजीनियरी सर्वेक्षण का काम भी प्रारम्भ कर दिया गया है । इस सर्वेक्षण के परिणामों का पता लग जाने के बाद इस प्रस्ताव पर आगे विचार किया जायेगा ।

(4) सतपुड़ा छोटी लाइन रेलवे प्रणाली के उत्तरी खण्ड का बड़ी लाइन में बदलाव । सतपुड़ा छोटी लाइन रेलवे प्रणाली के उत्तरी खण्ड को, जिसमें उसकी (क) परासिया-छिन्दवाड़ा-सिओनी-नैनपुर-मान्डला पोर्ट (ख) जबलपुर-नैनपुर-बालाघाट-गोंदिया और (ग), छिंदवाड़ा-नागपुर लाइनें भी शामिल हैं, बड़ी लाइन में बदलने के सम्बन्ध में यातायात सर्वेक्षण का काम भली प्रकार चल रहा है । सर्वेक्षण पूरा हो जाने और उसके परिणामों का पता चल जाने के बाद इस परियोजना पर आगे और विचार किया जायेगा ।

(5) इन्दौर-मऊ : (योजना आयोग द्वारा अग्रेषित सूची में शामिल नही है) इस विस्तार (21 कि० मी०) के लिए दोहू सर्वेक्षण पूरा किया जा चुका है और रिपोर्ट की जांच की जा रही है ।

(6) रायपुर-धमतरी छोटी लाइन खण्ड का बडी लाइन में बदलाव, इस बदलाव के लिए यातायात सर्वेक्षण पूरा किया जा चुका है और इस समय रेलवे बोर्ड सर्वेक्षण रिपोर्ट की जांच कर रहा है;

(7) किरिन्दुल से कोटावलासा : यह लाइन पहले से मौजूद है ।

Confirmation of Employees having served for more than five years on North Eastern Railway

5745. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2180 on the 6th March, 1973 regarding confirmation of employees having served for more than five years (North Eastern Railway) and state:

(a) what are the prescribed criteria or conditions that have not yet been

satisfied by the employees who have not yet been confirmed and the number of employees who are not yet eligible because of non-fulfilment of these conditions in various divisions;

(b) the reasons why the number of such employees is large in Samastipur Division and at the Headquarters; and

(c) when and how many permanent vacancies are expected in the respective Division?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Allotment of Petrol Filling Stations

5746. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the present policy of Government for allotting Petrol Filling Stations;

(b) whether it is contemplated to allot them on open tender basis so as to earn more revenue and if not, the reasons therefor; and

(c) whether some individuals or parties are having more than one petrol station in Delhi and if so, whether it is proposed to cancel allotment of more than one petrol station in such cases?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The IOC, an autonomous public sector undertaking, introduced in December, 1971 a Scheme whereby all the Corporation-owned Retail Outlets and other agencies are awarded preferentially to the disabled defence personnel, widows/dependents of those killed or missing in action and ex-servicemen on the basis of the specific recommendations made by the Director General of Resettlement, Ministry of Defence. Where the Director General of Resettlement is unable to recommend any candidate for a given location, IOC advertises for the award of that dealership/agency to unemployed engineers/graduates from the low income group families etc. In respect of all the other Retail Outlets which are not located on Corporation-owned sites, first priority in the allotment is, however, given to unemployed graduates/engineers of low income group families etc. In all these cases subject to all other things being equal, applicants belonging to the Scheduled Castes/Tribes are given weightage in the matter of selections.

The Indo-Burma Petroleum Co., in which Government have majority shares, allots all its Retail Outlets located on Company-owned sites and Kerosene Oil agencies on a preferential basis to nominees of the Director General of Resettlement/ex-Servicemen. In respect of all other Retail Outlets, the Coy awards dealerships in linewith its commercial interests.

The Government have no control at present over the private oil companies in the matter of allotment of their dealerships/agencies.

(b) No such proposal is contemplated or is considered feasible as the margins of the dealers are controlled.

(c) The present policy of the IOC is not to allot more than one dealership for an individual. While in the past IOC had allotted more than one dealership to a party in a few cases, there are no such allotments made in Delhi. The private oil companies, however, have a few such Retail outlets in Delhi. There is no proposal under contemplation to regulate the ownership of such Retail Outlets.

Black Marketing by Petrol Filling Station dealers

5747. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether crude oil and other petroleum items are being sold in the

black market by the Petrol Filling Station dealers;

(b) whether any complaint have been received in this regard; and

(c) if so, the action taken against such dealers.

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). Petrol, High Speed Diesel Oil (HSD) and Lubricating oils are generally the petroleum products sold through the petrol filling stations. No specific complaints have been received about these products being sold in the black market by the filling station dealers. It has, however, been reported that some retail outlet dealers were recovering service, charges on both petrol and HSD. Action is being taken to stop this unauthorised practice.

Nationalisation of Foreign owned and Foreign controlled Companies in India

5748. SHRI B. S. BHAURA:

SHRI INDRAJIT GUPTA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the asset value of the monopoly houses under foreign control taken together account for more than 45 per cent of the total assets of the 75 Monopoly Houses as mentioned in the Monopolies Inquiry Commission's Report;

(b) whether the working of the foreign owned and foreign controlled companies and their numerous connections with domestic business groups have been contributing to the growth of monopoly and concentration of economic power in the country; and

(c) if so, whether there is any proposal to nationalise all foreign owned and foreign controlled companies in India?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) No Sir, the assets of foreign controlled Monopoly Groups as per MIC Report constituted 11.1 per cent of the total assets of the 75 Industrial Groups.

(b) No Sir, Under Section 18-A of the Foreign Exchange Regulation Act, foreign branches and foreign majority companies are prohibited from acting as technical and management advisers or agents in the trading or commercial fields except with the general or special permission of the Central Government or the Reserve Bank of India. Further a revised Foreign Exchange Regulation Bill has been introduced in the Parliament, so that the activities of foreign companies or Indian companies having foreign share-holding of 40 per cent or more will need Government approval afresh.

(c) Decision on nationalisation of any enterprise whether foreign or Indian, is taken with reference to the needs of the economy and of public interest.

Scheme for laying pipelines for carrying Crude Oil and Petroleum products

5749. SHRI B. S. BHAURA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what was the target fixed for laying pipelines for carrying crude oil and petroleum products during the Fourth Plan period and what has been the achievement so far;

(b) whether schemes for laying pipelines for Fifth Plan are being worked out; and

(c) if so, how many kilometres of pipelines are for crude oil and how many kilometres for petroleum products?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The ONGC had a target of 320 Km for laying crude oil and natural gas pipelines during the Fourth Five Year Plan period. Till now, 172 Km have already been laid. No specific provision for crude oil or product lines was made in the Fourth Five Year Plan for the Indian Oil Corporation. In the mid-term appraisal of the Fourth Five Year Plan made in December 1971, provision was made for laying a 210 Km product pipeline from Haldia to Rajbandh. Of this, 114 Km have been completed so far. The Salaya-NW Refinery crude oil pipeline, 1200 Km in length, was also included in the mid-term appraisal of the Fourth Plan. Some initial work has been started but the pipeline is expected to be completed in the Fifth Five Year Plan.

(b) and (c). The ONGC has tentative plans to lay crude oil and natural gas pipelines of about 239 Km during the period 1973 to 1978. The Indian Oil Corporation proposes to lay 1400 Km of crude oil pipeline and 700 Km of products pipeline during the Fifth Plan period.

Indigenous Turbo Generator sets installed in the country

5750. SHRI D. D. DESAI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number and ratings of indigenous Turbo Generator Sets installed and commissioned in the country when the imports of Turbo Generator sets were banned or restricted; and

(b) the number and ratings of indigenous Turbo Generator sets installed and commissioned in the country today?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No major indigenous set (Hydro and thermal) was in operation when the import of Turbo Generator sets was banned in July, 1967.

(b) The number and ratings of indigenous Turbo Generator sets installed and commissioned in the country at present are given below:—

Name of Project	No. of units & size (MW)	Total capacity
HYDRO		
1. Bassi (H.P.)	3 x 15	45·0
2. Obra (UP)	3 x 33	99·0
3. Nogli (H.P.)	2 x 0·5	1·0
4. U.B.D.C. (Punjab)	2 x 15	30·0
	Sub-total	175·0
THERMAL		
1. Basin Bridge (TN)	1 x 30	30·0
2. Ennore (TN)	2 x 55	110·0
3. Hardauganj (UP)	2 x 55	110·0
4. I.P. Station (Delhi)	1 x 55	55·0
5. Parli (Maharashtra)	2 x 30	60·0
	Sub-total	365·0
	Grand total	540·0

Rail link between Kothagadan and Kavur in Fifth Plan period

5751. SHRI K. RAMAKRISHNA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far regarding linking of Kothagadan and Kavur; and

(b) whether the scheme would be implemented in the first year of the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Recent updating of the earlier survey report for a BG line from Bhadrachalam (Kottagudam) to Kovvur has revealed that this line would not be economically viable. As such, it is difficult to consider the construction of this rail link.

(b) Proposals for the Fifth Plan have not been finalised. It is difficult to say whether this project will merit inclusion.

Jaldhaka Hydro Project North Bengal

5752. SHRI R. N. BARMAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Jaldhaka Hydro Electric Project, North Bengal has been fully commissioned; and

(b) if so, the power that is now being generated from the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir. The Jaldhaka Hydro Electric Project, North Bengal has been fully commissioned.

(b) The firm output of 18 MW is being generated from the Power Station.

Running of an Air-Conditioned Chair Car Train from Sealdah to New Bongaigaon

5753. SHRI R. N. BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry proposes to run an air-conditioned chair car train from Sealdah to New Bongaigaon bi-weekly or tri-weekly; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Apart from lack of traffic justification, introduction of an Air-conditioned Express between Sealdah and New Bongaigaon is not feasible for want of a spare Air-conditioned Express rake.

Introduction of an Express Train from Sealdah to New Bongaigaon via Bolpur and Farakka

5754. SHRI R. N. BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether one train connecting Howrah and New Cooch Behar is not enough to meet the increasing demand of passenger traffic;

(b) if so, whether his Ministry proposes to introduce another train known as North Bengal Express originating from Sealdah via Bolpur and Farakka upto New Bongaigaon instead of the present two trains upto New Jalpaiguri; and

(c) whether the Ministry has received a representation from the people of that locality including Bar Association, Cooch Behar in this regard and if so, the reation of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Some representations have been received for introduction of another

train between Sealdah/Howrah and New Bongaigaon. Introduction of an additional train between Sealdah/Howrah and New Bongaigaon is, however, at present operationally not feasible due to lack of adequate line capacity *via* Farakka and for want of necessary terminal facilities at Sealdah/Howrah.

Construction of Thermal Power Plant in North Bengal

5755. SHRI R. N. BARMAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have started construction of Thermal Power Plant at Dalkhola sanctioned for North Bengal; and

(b) if so, the time by which it is expected to be commissioned into service?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No, Sir The construction work on the Dalkhola Thermal Power Project has not yet commenced as the project has not so far been approved by the Planning Commission.

(b) The project is expected to take six years to be completed from the date of commencement of work.

बाढ़ से होने वाले विनाश को रोकने के लिए बक्सर से कोइलवर तक बांध का निर्माण करने की योजना

5756. श्री रामावतार शास्त्री : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बाढ़ से होने वाले विनाश को रोकने के लिए बक्सर से कोइलवर तक एक बांध बनाने की योजना तैयार की है; और

(ख) यदि हां, तो इस योजना की मुख्य रूपरेखा क्या है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) और (ख). बिहार राज्य सरकार ने 10.10 करोड़ रुपये की अनुमानित लागत पर शाहाबाद जिले मे बक्सर से कोइलवर तक तटबन्ध के निर्माण के लिए एक स्कीम तैयार की है। स्कीम में 172 किलोमीटर तटबन्धों का निर्माण परिकल्पित है—गंगा के दाएं तट पर 94 किलोमीटर, गंगा की पूर्वी ओर पश्चिमी सहायक नदियों के दोनों तटो पर 67 किलोमीटर और कोइलवर पुल से गंगा के साथ इसके संगम तक सोन के बाएं तट पर 11 किलोमीटर। इस स्कीम से 79,000 हेक्टेयर क्षेत्र को लाभ होगा।

Expenditure incurred on Power Generation Projects

5757. SHRI RAMAVATAR SHASTRI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total amount of money spent so far on power generation projects by the Centre and States in the first three years of the Fourth Five Year Plan;

(b) the power generation capacity added in these three years;

(c) whether the targets fixed in the Fourth Plan for power generation are likely to be achieved; and

(d) if not, the extent of short fall expected and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The amount spent on

generation projects during three years 1969-70 to 1971-72; is as per statement attached.

(b) The installed capacity added during the first three years of the Fourth Five Year Plan is 2.75 million KW.

(c) and (d). The target for the Fourth Plan envisaged an addition of 9.2 m.kw. of installed generating capacity. According to the recent reviews, there may be a shortfall of about 3 to 3.5 million kw, due to the following reasons:

(i) Delay in receipt of main equipment	1·20 ml. KW.
(ii) Delay in receipt of main equipment as well as delay in completion of civil works.	1·20 ml. KW.
(iii) Delay in completion of civil works only.	0·85 ml. KW.
(iv) Delay in erection	0·20 ml. KW.
(v) Other reasons	0·11 ml. KW.
	3·56 ml. KW.

STATEMENT

Amount spent on generation projects during three years 1969-70 to 1971-72

States	Expenditure incurred on generation projects during 1969-70 to 1971-72 (Rs. Crores)
1	2
1. Andhra Pradesh	57·30
2. Assam	8·29
3. Bihar	27·08
4. Gujarat	50·70
5. Haryana	25·26
6. Himachal Pradesh	7·19
7. Jammu and Kashmir	16·35
8. Kerala	29·58
9. Madhya Pradesh	9·24
10. Maharashtra	81·18
11. Manipur	0·59
12. Meghlaya	(included under Assam)
13. Mysore	8·37
14. Nagaland	0·11
15. Orissa	28·20
16. Punjab	69·89
17. Rajasthan	21·52
18. Tamil Nadu	38·35
19. Tripura	3·25
20. Uttar Pradesh	126 80
21. West Bengal	30 29
Total States	639·54
Union Territories	3·23
Central Projects	44·95
D.V.C.	21·47
Neyveli	2·89
Department of Atomic Energy	73·04
Grand Total	785·12

Railway Board's concern over delay in Wagon release

5758. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn to the news item appearing in the 'Hindustan Standard' on the 2nd January, 1973 under the caption "Railway Board's concern over delay in wagon release";

(b) if so, Government's reaction thereto; and

(c) the steps Government propose to take to put an end to this problem?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes.

(b) There has been improvement in release of wagons in Calcutta and Howrah areas during the months of October, 1972 to January, 1973 as compared to the corresponding months of the previous year.

(c) Besides enhancement in the rates of demurrage and wharfage charges from 1st December, 1972, the defaulting parties are contacted where necessary, to secure quick release of wagons.

मियां भाई न्यायाधिकरण पंचाट के परिणामस्वरूप वित्तीय भार

5759 श्री शिव कुमार शास्त्री क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) मिया भाई न्यायाधिकरण की सिफारिश स्वीकार कर लेने से रेलवे को कितना अधिक वित्तीय भार वहन करना पड़ेगा;

(ख) ये सिफारिशे किस तिथि से कार्यान्वित की जायेंगी, और

(ग) इस प्रयोजन के लिए अपेक्षित अतिरिक्त धन राशि जुटाने के लिए क्या प्रबन्ध किये जा रहे हैं?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) अनुमान है कि मिया भाई अधिकरण की रिपोर्ट को पूरी तरह लागू करने मे सरकार पर राजस्व लेखे मे 12.5 करोड़ रुपये और पूजी लेखे मे 7 करोड़ रुपये का वार्षिक खर्च पडेगा ।

(ख) एक विवरण, जिसमे यह दिखाया गया है कि जिन सिफारिशो पर सरकार ने निर्णय ले लिया है, वे कौन सी तारीख मे प्रभावी हैं, सभा पटल पर रख दिया गया है । (ग्रन्थालय मे रखा गया देखिए सख्या LT–4701/73/अन्य सिफारिशो पर सरकार सक्रिय रूप से विचार कर रही है ।

(ग) 1973–74 के कार्यसचालन व्यय के बजट अनुमानो मे 6 73 करोड रुपये की व्यवस्था की गयी है जिसमे उन निर्णयो का खर्च पूरा हो जायेगा जो लिये जा चुके हैं ।

Surprise checks by Vigilance Organisation of Railways on Reservation Offices at Delhi and New Delhi Stations (Northern Railway)

5760. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 5012 of the 19th December, 1972 regarding the surprise checks by Vigilance Organisation of Railways on Reservation Offices at Delhi and New Delhi Stations (Northern Railway) and to state:

(a) whether any action was taken against those found indulging in malpractices, and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). During the checks conducted, no

staff was found indulging in malpractices. As such, the question of taking action against the staff does not arise.

Periodical Transfers of Health Inspectors on Northern Railway

5761. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether certain Health Inspectors over Northern Railway are working at particular stations for the last 10—20 years and others are being transferred from one station to another frequently;

(b) whether over other Indian Railways the Health Inspectors are transferred from one station to another periodically;

(c) if so, the reasons for not adopting uniform policy over all Indian Railways; and

(d) the number of Health Inspectors over Northern Railway working at one place|station for the last 10 to 20 years and what remedial steps the administration proposes to take to minimise the resentment prevailing amongst the Health Inspectors?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Yes, some have been working in the same place for 10 to 20 years. Transfers where made, are on promotion/reversion or in other exigencies of service etc. General orders for periodical transfers (which have also been now revoked) did not apply to this category.

(d) Eight. Government are not aware of any such resentment.

Reconstruction of Board of Directors of Indo-Burma Petroleum Company Limited

5763. SHRI INDRAJIT GUPTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Board of Directors of Indo-Burma Petroleum Company, Limited has been reconstituted after it became a Government of India Undertaking;

(b) if so, whether a number of I.O.C. personnel have been inducted into the Director's Board of I.B.P.; and

(c) whether the same Board also looks after I.B.P.'s subsidiaries, viz. Balmer Lawrie and others?

THE DEPUTY MINISTER IN THE MINISTRY OF PERROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) Ever since the IBP became a subsidiary of IOC in January, 1970 its Board of Directors has comprised the nominees of the IOC. Government of India acquired the shares of IBP from the IOC on 16-9-72, i.e. after IBP's Board of Directors had already been reconstituted in the Annual General Meeting of the IBP held on 29-6-72. The question of reconstituting the Board of the IBP will now arise only at the next Annual General Meeting normally scheduled to be held by 30th June, 1973. However, two additional Directors, i.e. one each from the Ministry of Finance and the Ministry of Petroleum & Chemicals have been coopted on the Board of Directors of the IBP after the acquisition of IBP's shares by the Government from the IOC.

(c) No, Sir. Each Company has a separate Board of Directors.

Inter-Connections Between Foreign Companies and large Industrial Houses

5764. SHRI INDRAJIT GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many of the large industrial groups mentioned in the Monopoly Inquiry Commission's report are controlled by foreigners and what are the names of these groups;

(b) the total foreign capital invested in each of these groups; and

(c) how many of these foreign controlled companies have connections with demestic business groups and what is the nature of these connections?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The Monopoly Inquiry Commission showed 14 of the 75 industrial groups as appearing to be under foreign control. The names of these foreign controlled houses and the foreign capital invested in these houses through the foreign holding companies in the Paid-up capital of their Indian subsidiaries belonging to each of these houses as 31-3-71 is given in the statement attached.

(c) The information is not available as the Companies Act, 1956 does not define a foreign controlled company and further there is no provision in the Companies Act, whereby the nationality of the shareholder is required to be disclosed.

Statement

LIST OF FOREIGN CONTROLLED HOUSES AS PER MIC REPORT

S.No.	Name of the foreign controlled house.	Amount of foreign capital invested by Foreign Holding Cos. in the P.U.C. of their Indian Subsidiaries belonging to respective Houses as on 31-3-1971. (Rs. in lakhs)
1.	Andrew Yule	16·00
2.	Bird-Heilgers	83·59
3.	Finlay	
4.	Gillanders	66·52
5.	I.C.I.	1795·43
6.	Jardine Henderson	19·61
7.	Macneill & Barry	55·00
8.	Parry	
9.	Pierce Leslie	
10.	Swedish Match	282·00
11.	Tube Investments	272·15
12.	Wallace	30·00
13.	Balmer Lawrie*	..
14.	Binny**	

*Balmer Lawrie was merged by ILPIC with the Goenka House.

**Binny House was merged with Macneill & Barry (Sl. No. 7) by Industrial Licensing Policy Enquiry Committee.

चकिया स्टेशन (पूर्वोत्तर रेलवे) से बालिका उच्च विद्यालय तक अप्रोच रोड का निर्माण

5765. **श्री कमल सिंह मजुकर :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर-पूर्व रेलवे में चकिया स्टेशन से पूर्व की ओर एक गर्ल्स हाई स्कूल एवं मिडिल स्कूल आधा फर्लांग की दूरी पर स्थित है;

(ख) क्या उक्त स्कूलों की लड़कियों को स्कूल जाने के लिए रेलवे लाइन के बगल से गुजरना पड़ता है और रेलवे विभाग ने लड़कियों के स्कूल जाने के लिए अभी तक अप्रोच रोड नहीं बनाई है;

(ग) क्या सरकार का विचार चकिया में बालिका उच्च विद्यालय तक अप्रोच रोड का निर्माण करने का है; और

(घ) यदि हां, तो कब तक और यदि नहीं तो उसके क्या कारण हैं ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (घ) . एक गैर-रेलवे गर्ल्स हाई स्कूल और एक गैर-रेलवे गर्ल्स मिडिल स्कूल चकिया स्टेशन से पूरब रेलवे सीमा के बाहर गैर-सरकारी जमीन पर स्थित हैं । स्कूल तक पहुंच मार्ग की व्यवस्था करना रेलवे की जिम्मेवारी नहीं है ।

"भागीरथ" पत्रिका का प्रकाशन

5766. **श्री कमल सिंह मजुकर :**
श्री ईश्वर चौधरी :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय की ओर से हिंदी में 'भागीरथ' पत्रिका प्रकाशित की जाती है;

(ख) क्या उक्त पत्रिका का प्रकाशन निश्चित समय पर और नियमित ढंग से नहीं किया जाता;

(ग) यदि हां, तो उसके क्या कारण हैं; और

(घ) क्या सरकार का विचार इस पत्रिका का प्रकाशन भारत की सभी राष्ट्रीय भाषाओं मे करने का है और यदि हा, तो यह कार्य कब तक प्रारंभ होने की संभावना है?

सिंचाई और विद्युत मत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) से (ग).–अंग्रेजी त्रैमासिक 'भागीरथ' का हिन्दी रूपान्तर अक्तूबर, 1972 से प्रकाशित किया जा रहा है । प्रारंभिक कठिनाइयों के कारण, प्रथम दो प्रकाशनो मे कुछ विलम्ब हो गया है ।

(घ) ऐसा कोई प्रस्ताव विचाराधीन नहीं है ।

बिहार में ग्रामीण विद्युतीकरण योजनाओं के कार्यान्वयन के लिए धनराशि

5767. **श्री कमल सिंह मधुकर :** क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्र ने बिहार में ग्रामीण विद्युतीकरण योजनाओं के कार्यान्वयन के लिए अब तक कितनी धनराशि दी है; और

(ख) चालू वर्ष के दौरान कितनी धनराशि दिए जाने की सभावना है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा): (क) और (ख). ग्राम विद्युतीकरण के कार्यक्रमो के लिए वित्त-व्यवस्था राज्य योजना परिव्ययों में से की जाती है । राज्य बिजली बोर्डों को उनकी ग्राम विद्युतीकरण की स्कीमो के कार्यान्वयन के लिए, योगात्मक वित्त सहायता ग्राम विद्युतीकरण निगम के जरिए दी जाती है जिसकी स्थापना जुलाई, 1969 मे केन्द्रीय क्षेत्र मे की गई थी । मार्च, 1973 के अन्त तक ग्राम विद्युतीकरण निगम ने बिहार राज्य बिजली बोर्ड की 30 स्कीमें स्वीकृत की हैं जिनमें 3,545 गांवो के विद्युतीकरण, 43,422 पपसेटों के ऊर्जन और 6,887 लघु तथा कृषि उद्योगो को बिजली प्रदाय करने के लिए, 1731.36 लाख रुपये की ऋण सहायता सम्मिलित है ।

चालू वर्ष के दौरान ऋण सहायता, बिहार राज्य बिजली बोर्ड द्वारा प्रस्तुत तथा ग्राम विद्युतीकरण निगम द्वारा नियत मानदण्डों के अनुसार अनुमोदित की गई स्कीमों की संख्या पर निर्भर करेगी ।

फरक्का, खजूरियाघाट और कोरापट-बस्तर परियोजनाओं के रेलवे कर्मचारियों को परियोजना भत्ता

5768. **श्री कमल सिंह मधुकर :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने फरक्का, खजूरियाघाट परियोजनाओं और कोरापट-बस्तर परियोजना के निकट कार्य करने वाले रेलवे कर्मचारियों को परियोजना भत्ते के सबध में निर्णय देने के लिए श्री के० एन० वाचू की अध्यक्षता मे एक संयुक्त न्यायाधिकरण की नियुक्ति की थी ; और

(ख) क्या श्री वाचू द्वारा दिये गये निर्णय के अनुसार, उपरोक्त स्थानो में लगभग चार हजार रेलवे कर्मचारियों को परियोजना भत्ता दिया गया था ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हां ।

(ख) फरक्का बांध परियोजना क्षेत्र में काम करने वाले लगभग 2,743 कर्मचारियों की परियोजना भत्ता स्वीकृत किया गया था । डी० बी० के० परियोजना क्षेत्र के कोरापुट और बस्तर जिलों में काम करने वाले रेल कर्मचारियों को ऐसे किसी भत्ते की स्वीकृति नहीं दी गयी है, क्योंकि इनमे से कोई भी वास्तविक रूप में किसी ऐसे काम पर नहीं लगा है जिसका परियोजना से सीधा संबंध है ।

पूर्वोत्तर रेलवे के कर्मचारियों को वर्दियों की सप्लाई

5769. **श्री कमल सिंह मधुकर:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के हजारों कर्मचारियों को किन कारणों से वर्ष 1972 के लिए वर्दियां अभी तक नहीं दी गई है ;

(ख) क्या 1962 के भारत-चीन युद्ध के दौरान "वर्दी-शीर्षक" के अन्तर्गत कटौती की गई थी, जो कि अभी तक चली आ रही है और जिस पर अभी तक पुनर्विचार नहीं किया गया है ; और

(ग) क्या सरकार का इस बारे में कोई नया निर्णय करने का विचार है और यदि हां, तो कब तक और यदि नहीं, तो उसके क्या कारण है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 1972 की गर्मियों के लिए वस्त्रों की पूरी सप्लाई हो चुकी है। जहां तक 1972–73 की सर्दियों के लिए वस्त्रों का संबंध है, सप्लाई में विलम्ब का कारण यह था (1) उत्तर प्रदेश सरकार द्वारा बिजली की सप्लाई के कारण सरकारी आयुध कारखाना, शाहजहांपुर द्वारा ओवर कोटों की सप्लाई के लिए सुपुर्दगी अनुसूची का पालन नहीं किया गया और (2) महानिदेशक, संभरण और निपटान के दर ठेके पर संभरणकर्ताओं द्वारा ऊनी जर्सियों की सप्लाई नहीं हुई।

फिर भी, इस दिशा में निरन्तर प्रयास किया जा रहा है और आशा है शीघ्र ही बकाया वस्त्रों की काफी मात्रा में सप्लाई हो जायेगी।

(ख) और (ग). 1962 के भारत-चीन युद्ध के दौरान वर्दियों में कोई कटौती नहीं की गयी थी।

लेकिन मितव्ययता के उद्देश्य से 1966 के कुछ अनुदेश जारी किये गये थे जो अभी भी लागू है। वर्दी समिति की सिफारिशों के आधार पर रेल कर्मचारियों की विभिन्न कोटियों की वर्दिया सप्लाई करने के समूचे प्रश्न पर फिर से विचार किया जा रहा है।

Setting up of a Committee on sharing of waters of different rivers

5770. SHRI D. B. CHANDRA GOWDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up a permanent Committee to look after the sharing of waters of different rivers in the country; and

(b) if so, the main features of the proposal in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). As a result of the increasing use of water resources of the country and the programmes of larger utilisation in the future the need has been recognised for evolving a national water policy and form a National Water Resources Council and Rivers Basin Commissions so as to ensure a continuous appraisal of the needs for water and the most

beneficial and equitable allocation of available water for different uses in the interest of the country as a whole.

As a first step it would be necessary to amend some provisions in the Constitution so as to reflect the concept of water as a national asset and to provide for the settlement of inter-State river disputes by conciliation, arbitration or otherwise. Views of the State Governments have been sought on these issues.

Construction of Thanneermuckom Bund and Thottappalli Spillway in Kerala

5771. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the stage at which the construction of the Thanneermuckom bundh and Thottappalli spillway in Alleppey District, Kerala stands at present;

(b) the total expenditure estimated for this scheme when it began and the estimated expenditure for it now for its completion;

(c) what are the works of this scheme completed so far and how much money has been spent on it till now; and

(d) the reasons for delay in the construction of this Project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). The Thanneermuckom project has been planned to be done in three stages, each stage covering one third of the total length of the bundh. The first stage alongwith the twin lock is completed and the work on the second stage is in progress.

The original cost of the project was Rs. 1.50 crores. It is now estimated to cost about Rs. 4.4 crores. The expenditure incurred so far on the project is about Rs. 3 crores.

(d) The delay is mainly due to the inadequate provision of funds by the State Government; other contributory factors are defaulting of contractors, unforeseen technical problems and the lack of special equipments like dredgers etc.

Benefits achieved from contruction of Thanneermuckom Project, Kerala

5772. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what are the benefits expected to be achieved by the construction of Thanneermuckom project and Thottappalli spillway in Alleppey, Kerala;

(b) what are the benefits so far achieved from this scheme; and

(c) when this project is expected to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). The salt water barrier at Thanneermuckom is intended to prevent ingress of salt water in order to protect the single crop paddy land and enable second crop cultivation and is expected to result in an increased production of 41,000 tons of rice. It is expected that the barrier would be commissioned in December 1974, whenbenefits will start accruing from it. This barrier is essential for the Kuttanad development scheme, a major land reclamation scheme to enable cultivation of 51,000 ha. of paddy land and increase paddy production by 141,000 tons of paddy.

The Thottappally spillway was completed in December 1954 during the first five year plan. The spillway is for letting out flood water during rainy season and to prevent ingress of salinity from the sea and it has been effective in mitigating the ravages of flood in Kuttanad area in Alleppey district.

Setting up of General Stores Depot-cum-Scrap Shop in Trivandrum

5773. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Broad Gauge Feeding Centre in Madras is required to meet even the needs of Railway in down South;

(b) if so, whether there is any proposal to strengthen the store depots in the South; and

(c) whether there is any proposal to set up a General Stores Depot-*cum*-Scrap shop in Trivandrum?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Broad Gauge feeding depot in Madras is meeting the need of the railway in Broad Gauge area in South up to Cochin Harbour terminus. Needs of Metre Gauge area like Trivandrum are met from Nagapattinam and Golden Rock Depots.

(b) and (c). No. The present arrangement is considered satisfactory.

Construction of Railway Over-Bridges at Tellicherry Station and Temple Gate in Kerala

5774. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1370 on the 8th August, 1972 and state:

(a) whether the construction of the Railway over-bridges near the Railway stations in Tellicherry and Temple Gate in Kerala has been taken up; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Plans and estimates for both the works are yet to be finalised and the same are pending with the State Government who are the sponsoring authorities. The bridge portion is to be constructed by the Railway, whereas the approaches are to be constructed by the State Government. The estimate for the works will be sanctioned, and work started, as soon as the State Government are ready to take up their portion of the work, so that the bridge portions and the approaches are completed more or less simultaneously.

Construction of Over-bridges in Kerala

5775. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) how many Railway over-bridges were constructed in Kerala in 1971-72 and 1972-73; and

(b) how many more will be constructed during 1973-74?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 1971-72—One.

1972-73—Two.

(b) There are a number of proposals in various stages of investigation, preparation of plans and estimates in consultation with the State Government. There is no proposal for construction of any over-bridge during 1973-74.

New Railway Lines in Northern States in Punjab, U.P., Bihar and Madhya Pradesh

5776. SHRI RAM PRAKASH: Will the Minister of RAILWAYS be pleased to state which are the new Railway lines in northern states of Punjab, Uttar Pradesh, Bihar and Madhya Pradesh for which surveys have been in progress or have already been completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Information regarding Railway Statistics is not compiled State-wise or Region-wise, but Railway-wise. The States of Punjab, U.P., Bihar and Madhya Pradesh are served by Central, Northern, North Eastern, Eastern, South Eastern and Western Railways. Particulars of Surveys for new lines carried out in the past on these Railways are given in Chapter—IV—New Construction and Engineering Works of the Report by the Railway Board on Indian Railways for each respective year. Copies of the Reports upto the year 1971-72 are available in the Library of the Parliament.

New lines for which Surveys were sanctioned in the above mentioned States during 1972-73 are as under:—

(1) Jagadhri-Chandi Garh Ludhiana link.	Survey Completed & under Report compilation
(2) Sahdara-Saharanpur Separate BG line	Survey completed.
(3) Jhanjaharpur-Laukaha Bazar link.	Survey completed.
(4) Dahli-Rajhara Jagdalpur Link	Survey completed.
(5) Hasanpur-Sakri link	Surveys in progress.
(6) Satna-Rewa-Beohari link	Surveys in progress.

Loss caused due to delay in sanctioning Mithapur Project

5777. SHRI RAM PRAKASH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether delay by Government in sanctioning Mithapur project has cost our country Rs. 25 crores on the import of fertilizers; and

(b) if so, the steps proposed to wipe out this loss?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). This Project was cleared by the issue of a letter of intent, but this has not yet been converted into an industrial licence pending fulfilment by the company of certain essential conditions in the letter of intent. The foreign exchange saving is estimated at Rs. 20 crores per annum when the plant is in production at full rated capacity.

Delay in Commissioning Cochin and Barauni Fertilizer Project

5778. SHRI R. P. ULAGANAMBI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the causes for delay in completing and commissioning Cochin and Barauni Fertilizer projects under his charge; and

(b) the steps taken by Government to expedite the commissioning of these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). Slippage in the construction of the Cochin Project was mainly due to delay in the supply of indigenous equipment. The construction of the project has been completed and trial runs are in progress. The slippage in commissioning is, however, due to difficulties encountered during the trial runs. As regards the Barauni fertilizer project, the slippage in the completion schedule has been mainly due to (i) non-availability of steel for site fabrication as well as fabrication of equipment indigenously; (ii) delay in receipt of some of the imported raw materials like stainless steel; (iii) delayed delivery of indigenous equipment; and (iv) delay in the completion of supply and erection contract by indigenous parties. Transportation bottlenecks for heavy items of equipment and labour troubles have also contributed to delay. All possible assistance has

been and is being provided to the projects to remove the various bottlenecks encountered.

Countries from which Crude Oil was imported

5779. SHRI R. P. ULAGANAMBI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the names of the countries from which crude oil was imported during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): The information is as under:—

Year	Names of the countries from which crude oil was imported
1970	Iran, Saudi Arabia and Kuwait.
1971	Iran and Saudi Arabia.
1972	Iran, Saudi Arabia and Iraq.

Prosecution by Railways against Employees for Misappropriation

5780. SHRI R. P. ULAGANAMBI: Will the Minister of RAILWAYS be pleased to state:

(a) how many prosecutions were launched by the Railways which involved more than Rs. 10,000 relating to fraud and misappropriation by the Railway employees during the year 1969—72;

(b) how many resulted in conviction; and

(c) the steps taken to check such cases of fraud and misappropriation by Railway employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

(c) In addition to investigations into complaints of frauds and misappropriation the Railways also conduct preventive checks and regular inspections with a view to unearthing such malpractices. Every case after detection is also investigated to see if there is any lacunae in the procedure in force and to locate areas of non-observance of rules and orders.

Compensation for loss, damage, theft and pilferage of Sugar, Jaggery, Tea, Textile and Machinery

5781. SHRI R. P. ULAGANAMBI: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of compensation paid year to year since 1970 for loss, damage, theft and pilferage of sugar, jaggery, tea, textiles and machinery; and

(b) how many prose utions were launched during this period and how many resulted in conviction of the offenders in connection with loss, damage, theft and pilferage of goods under the custody of the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) The amount of compensation paid on account of loss, theft, pilferage, damage etc. of sugar, jaggery, tea and textiles is given in the attached statement Separate claims statistics on the item 'machinery' are not maintained.

(b) the number of persons prosecuted and convicted since 1970 in connection with loss, damage, theft and pilferage of goods under the custody of the Railways is as under:—

Year	No. of persons prosecuted	No. of persons convicted
1970	3961	1567
1971	3947	1328
1972	3714	1012

Statement

Amount of compensation paid on account of loss, theft, pilferage, damage etc.

Commodities	1969-70 (Rs in lakhs)	1970-71 (Rs in lakhs)	1971-72 (Rs in lakhs)
Sugar	95·66	105·64	96·72
Jaggery	7·44	5·27	4·38
Tea	41·50	40·32	47·53
Textiles	75·54	65·75	71·02

Decline in Movement of Coal to Power Stations

5782. SHRI R. P. ULAGANAMBI:
SHRI E. V. VIKHE PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been decrease in the movement of coal by Railways during the years 1971-72 and 1972-73;

(b) the extent to which such decline took place and the causes thereof;

(c) whether there was any decline in the movement of coal to various thermal power stations also, if so, the extent ther of; and

(d) whether the movement of coal by Railway took place according to the expectations of the Fourth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There has been no decrease in the movement of coal by Railways during the years 1971-72 and 1972-73 as compared to 1970-71.

(b) Does not arise.

(c) No.

(d) Movement of coal by rail was according to expectations only in the first year of the Fourth Five-Year Plan.

National Railway Users Consultative Council

5783. SHRI LALJI BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether in reconstituting the National Railway Users' Consultative Council, provision of membership from Zonal Railway Users Consultative Committee has been withdrawn recently;

(b) whether this step will not debar the Zonal Railway Users' Consultative Committees of the different Railways from highlighting their difficulties and giving suggestions to National Railway Users' Consultative Council; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). The National Railway Users' Consultative Council deals with broad policy matters relating to the services and facilities provided by the Railways. Zonal Railway Users' Consultative Committee function at the Headquarters of each zonal railway to deal with local matters concerning the zones. The suggestions made at the Zonal Committee meetings which are not within the competence of the Zonal Railway are referred to the Railway Ministry for consideration.

Rail Connection between Jamnagar and Morvi-Maliya (Western Railway)

5784. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to connect Jamnagar and Morvi-Maliya on Western Railway; and

(b) if so, what is the present position?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

Wagons to carry salt from Saurashtra Region in Gujarat

5785. SHRI D. P. JADEJA:
SHRI ARVIND M. PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) what was the demand of wagons to carry salt from the Sourashtra Region in Gujarat District-wise during the last three years, year-wise; and

(b) the number of wagons supplied to each area?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Statistics of loading are not maintained by the railways civil district-wise. Saurashtra Region is mostly served by the Bhavnagar and Rajkot Divisions of Western Railway and particulars of demands placed and wagons loaded with salt from these two Divisions during the last three years are as under:—

Category of salt	1970		1971		1972	
	No. of demands placed	No. of wagons loaded	No. of demands placed	No. of wagons loaded	No. of demands placed	No. of wagons loaded
Programmed salt	14977	14163	18645	14526	24869	18655
Industrial salt	7035	6093	10562	8998	3414	2538
Non-programmed salt	21383	16810	32157	13706	30003	10243

Linking of Major Operational Centres with integrated communication system

5786. SHRI BIBHUTI MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Minister stated in Delhi while inaugurating Delhi—Mughalsarai Microwave system that all major operational centres of the Indian Railways would be linked by an integrated communication system by 1976; and

(b) if so, its advantages for the efficient running of trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The integrated Microwave system of communication will provide reliable "on demand" communication between important centres of rail operation like major Loco Sheds, yards, Interchange points, control offices, Divisional and Zonal Headquarter offices, alongwith Radio patching of existing open wire control communication. This would enable proper control, co-ordination and efficient operation of Railway working.

भारत और पाकिस्तान के बीच तेल की खोज के लिये करार

5787. **श्री विभूति मिश्र :** क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत में विभिन्न स्थानों में और समुद्र के अन्दर तेल की खोज के लिए भारत और पाकिस्तान के बीच एक करार है ;

(ख) यदि हां, तो उक्त करार के अंतर्गत अब तक कहां-कहां तेल की खोज का कार्य प्रारम्भ किया गया है; और

(ग) इस करार से भारत को किस सीमा तक लाभ होगा ?

पैट्रोलियम और रसायन मंत्रालय में उपमंत्री (श्री बलबीर सिंह) : (क) जी, नहीं।

(ख) और (ग) . प्रश्न नहीं उठता।

बहापुरोड और दोहद के बीच नई रेलवे लाइन

5789. **श्री अमर सिंह चौधरी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बहापुरोड और दोहद के बीच रेलवे लाइन बिछाने का विचार है; और

(ख) यदि हां, तो कब तक ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) (क) जी, नहीं.

(ख) प्रश्न नहीं उठता।

रेलवे में फायरमैनों का तबादला

5790. **श्री अमर सिंह चौधरी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे में फायरमैनों के तबादले के बारे में क्या नियम हैं;

(ख) क्या अलग अलग जोनों के लिए भिन्न भिन्न नियम हैं; और

(ग) क्या वहां अनुसूचित जनजातियों के लिए आरक्षित पद हैं और इन पदों को किस तरह से भरा जाता है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफ़ी कुरेशी) : (क) और (ख) . रेलों पर अराजपत्रित रेल कर्मचारियों का स्थानान्तरण, जिनमें फायरमैन भी शामिल हैं, आमतौर पर उनकी क्रमिक वरिष्ठता यूनिटों के भीतर ही किया जाता हैं।

(ग) जी हां । जहां तक फायरमैन "ए" का संबंध है, 75 प्रतिशत रिक्तियां सीधी भर्ती द्वारा भरी जाती हैं । इस सीधी भर्ती के कोटे में आरक्षित रिक्तियां का निर्धारित प्रतिशत अनुसूचित जन जातियों को आवंटित किया जाता है । फायरमैन "बी" और फायरमैन "सी" के मामले में, जहां ये पद पदोन्नति द्वारा भरे जाते है आरक्षित रिक्तियो का निर्धारित प्रतिशत अनुसूचित जन जातियों को आवंटित किया जाता है ।

Providing sitting accommodation to each Third Class Passenger

5791. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has any plan to assure each and every third class passenger of at least sitting accommodation whenever he buys a ticket for travelling on any train; and

(b) what are the plans of the Ministry to ease overcrowding in Third class bogies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. However, as mentioned in para 29 of the Budget Speech on 20th February, 1973, the entire accommodation on Selected Super Fast Express Trains would be reserved and every passenger in these trains will therefore have guaranteed accommodation.

(b) In order to assess the extent of overcrowing in third class, census of occupation is conducted twice a year. On the basis of the results of these studies undertaken by the Railways, efforts are made to introduce additional trains, to augment the loads of existing trains and to extend the runs of trains keeping in view the availability of rolling stock, sectional and terminal capacity etc.

During the period April to November, 1972 a total of 136 trains involving 7,398 additional daily train kilometres were introduced/extended and the loads of 338 trains were augmented utilising 521 coaches.

It has been decided to replace the existing second class coaches/compartments by third class coaches/compartments, which will also help relieve overcrowding in III Class

Improvement in the Working of Zonal Committees

5792. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons that even the most reasonable demands of the members of Zonal Committees are either turned down or go into deaf ears of the Railway administration;

(b) what are the advantages that accrue to the Railways because of the deliberations of the Zonal Committees when their individual and/or collective demands have no meaning to the Railway administration; and

(c) whether any improvement is likely to be made in the working of such Committees and if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Full advantage is taken by the Railway Administrations of the suggestions and advice received from the members of Zonal Users' Consultative Committees and these are adopted to the extent feasible. Within the financial resources available, recommendations of the Committee are accepted.

(c) For identifying himself more closely with the interests of the local users it has been decided by the Minister that he will personally attend one meeting of the Zonal Railway Users' Consultative Committee on each zone. This will infuse a new vitality in the functioning of these Committees and held in speedier solution of many local problems of the users.

Commissioning of first fuel oil based fertilizer plant

5793. SHRI BHAGWAT JHA AZAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the construction of India's first fuel oil based fertilizer factory has started; and

(b) by what time it is expected to be commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) According to present indications, the project is expected to be completed and be ready for commissioning by January 1976. Commercial production is expected to be established six months thereafter i.e. by July 1976.

Purchase of shares by Indian Metals and Ferro Alloys of Orissa

5794. SHRI CHINTAMANI PANIGRAHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Indian Metals and Ferro Alloys Limited of Orissa at Bhubaneshwar which runs the ferrosylcon plant at Thiruvelly in Koraput (Orissa) had purchased shares of the Industrial Development Corporation of Orissa;

(b) if so, when and what is the amount involved in this; and

(c) whether it had taken the permission for this from the concerned authorities?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Import of Kerosene from Soviet Union

5795. SHRI ARJUN SETHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have signed an agreement with Soviet Union recently to import 6.5 lakh tonnes of Kerosene; and

(b) if so, the broad features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The Government of India have a long term Trade Agreement for the period 1971—75 with the USSR and this Agreement provides, apart from other items, the import of superior kerosene and high speed diesel oils also every year. The Trade Plan provision for the current year *i e.* 1973 provides for the import of 5.0 lakh tonnes of kerosene oil and 1.0 lakh tonnes of high speed diesel oil. Against this provision, IOC has negotiated for the import of 5.50 lakh tonnes of superior kerosene oil during 1973. ICC will be signing a contract with the USSR suppliers M/s. SOJUZNEFTEXPORT in this regard shortly. This quantity of 5.50 lakh tonnes of kerosene oil is in addition to the quantity of 0.80 lakh tonnes of kerosene oil that is being supplied during the current year under the contract signed for the year 1972.

The above supplies will be made against rupee payment.

Prime Minister's arbitration in Sona river water dispute with Madhya Pradesh

5796. SHRI ARJUN SETHI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Bihar Government have recently requested the Prime Minister to arbitrate in Sona river water dispute with Madhya Pradesh; and

(b) if so, the reaction of the Central Government thereto?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No written request has been received.

(b) Does not arise.

Loss in production of fertilizer at Trombay

5797. SHRI ARJUN SETHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the production of fertilizer at Trombay has been hit due to disruption in supply of petroleum products; and

(b) if so, the remedial steps proposed to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No, Sir.

(b) Does not arise.

Multi-purpose signal device on Delhi-Meerut Railway line

5798. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Northern Railway have introduced a multi-purpose coloured lights signal device on Delhi-Meerut Railway line;

(b) if so, the salient features of the functioning of such a device;

(c) how far the new device is superior to the previous system; and

(d) whether the same system will be adopted on other Railways in the country and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes; Multiple Aspect Colour light signalling has been introduced on the Delhi-Meerut City section of Northern Railway, except at Ghaziabad where similar work is in progress.

(b) and (c). Colour light signals have better visibility and display uniform aspects during the day as well as at night. The system of Multiple Aspect Colour light signalling provides the driver with a timely warning, while approaching a signal at danger. A driver also gets an indication of the aspect exhibited by the signal ahead, which enables him to regulate his train better.

(d) Multiple Aspect Signalling is being provided on all Railways, as and when the existing signalling requires replacement, both on trunk routes and main lines, on a programmed basis. All new electrified sections are also being provided with Multiple Aspect Colour light signalling.

Regulating the working of Foreign Pharmaceutical Companies

5000. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Government propose to regulate the working of the foreign pharmaceutical companies, and if so, the broad outlines of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): Government have recently reviewed the Industrial policy and as a result thereof the Drugs and Pharmaceuticals Industry has now been included in the list of industries in which the foreign concerns and subsidiaries and branches of foreign companies are eligible to participate. Their investment applications will be considered as per guidelines on the dilution of foreign equity, and will also be examined with reference to technological aspects, export potentialities etc. The imports of drugs and intermediates are being regulated on an increasing scale by canalisation through STC with a view to ensure that such items are not purchased at high prices from foreign companies, including parent organizations. The import of raw materials is allowed to small companies having a turn-over of less than Rs. 1 crore, on a higher scale than to the larger units. This measure will help build up the small scale sector.

Applications from foreign companies for grant of industrial licences for formulation activities are generally not favoured unless coupled with proposals for production of bulk drugs. They are also generally bound down to supply a substantial portion of their bulk drug production to the non-associated formulators which is also expected to help growth of the Indian sector.

Import of crude oil during 1972-73 and its allocation to public and private sector agencies

5801. SHRI VAYALAR RAVI:
SHRI GADADHAR SAHA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total quantity of crude Oil imported in the country during 1972-73 and the country-wise break-up of the imports;

(b) the shares of each Private oil company and Public sector agencies in this total import and the prices paid by the public sector agencies and the private companies for the imported crude; and

(c) whether there is any difference between these prices and if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The information for 1972 is as under:—

Name of the country	Quantity of Crude Oil imported (Approx) (In million tonnes)
Iran	9·654
Saudi Arabia	2·510
Iraq	0·146

(b) and (c). Out of 12.31 million tonnes, 7.237 million tonnes was imported by the private oil companies and 5.073 million tonnes by the public sector agencies. The company-wise break-up of these figures of imports is as under:—

Private Oil Companies	In million tonnes
Burmah-Shell	3·575
Esso	2·510
Caltex	1·152
TOTAL	7·237

Public Sector	
1. Cochin Refineries	2·362
2. Madras Refineries	2·605
3. Indian Oil Corporation	0·105
	5·073

The prices at present being claimed by the companies for the import of crude oil are as under:—

Private Oil Company	
1. Burmah-Shell	$2·250/bbl
2. Esso	$2·087/bbl
3. Caltex	$2·250/bbl
Public Sector	
1. Madras Refineries	$1·92/bbl (Suppliers have claimed $2·21/bbl from January, 1973)
2. Cochin Refineries	$2·0515/bbl.
3. Indian Oil Corporation	It is not in the commercial interests of the IOC to disclose this price.

As the type, specifications, sources and terms of import of crude Oil vary from company to company, the prices claimed by them are not comparable.

Alleged wastage of Rs. 40 crores on oil wells in Gujarat

5802. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his attention has been drawn to a report published in "Blitz" an English Weekly published from Bombay, dated the 17th February, 1973 under the caption "ONGC wastes Rs. 40 crores on dud wells"; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) Chairman, ONGC, has been asked to get an enquiry made into the various allegations.

Report submitted by Committee of officers of Howrah division of Eastern railway for rehabilitation of Howrah-Amta and Howrah, Sheakhala Light Railway

5803. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether on 17th July, 1972, a Committee headed by ENC (Track) and assisted by respective Divisional officers of engineering, mechanical and signal branches, along with Divisional Accounts Officer of Howrah division, Eastern Railway, was appointed to examine the condition of track, workshop equipment and other assets of Howrah-Amta and Howrah-Sheakhala light railways and to indicate the steps to be taken for rehabilitation work;

(b) if so, whether the Committee has recently submitted its reports to Government;

(c) if so, the main findings thereof; and

(d) the reasons why the report has not been laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) In compliance with the Railway Board's orders dated 17-7-1972, the Eastern Railway had appointed this Survey Committee.

(b) Yes.

(c) (i) Fish-plates, sleepers, rails and costly fittings from rolling stock are missing:

(ii) Shops, markets and coal depots have come up on the Railway track;

(iii) About Rs 82 lakhs will be incurred in rehabilitating the assets of the two Light Railways.

(iv) About 53 weeks would be required for reviving the two Light Railways.

(d) It was not necessary in respect of a report submitted by a purely departmental Survey Committee.

Monopoly of private sector in the field of power Consultancy Services

5804. SHRI JYOTIRMOY BOSU: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there exists a virtual monopoly of private sector in the field of power Consultancy Services inspite of availability of tried and proved expertise/experience in this field in Public Sector; and

(b) whether Government propose to take steps to break this private sector monopoly; and

(c) if so, how?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). No, Sir. In the case of hydro electric projects, the major part of the consultancy work for design and engineering is carried out by design Organisations under State and Central Governments. In the case of thermal projects, there are mainly three established independent Consultancy Organisations, two of which are in the private sector and one in the public sector. The proposals of further augmenting consultancy services in the thermal field in the public sector are under consideration.

Linking of power planning with Five Year Plans

5805. SHRI RAM BHAGAT PASWAN:

SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have come to the conclusion that power planning should not be linked to the Five Year Plans, and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Power Development being a continuous process requires to be planned on a long-term basis. It is, therefore, necessary to have a long term perspective plan for power Development. The Annual and Five Year Power Plans have to be dovetailed with the long-term perspective plan.

Representation from Fitters of Loco Shed, Allahabad

5806. DR. LAXMINARAIN PANDEYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5032 on the 19th December, 1972 regarding representation from Fitters of Loco Shed, Allahabad and state

(a) whether the required information has since been collected;

(b) if so, the gist thereof; and

(c) if not, the time by which the required information is likely to be collected and laid on the Table?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) to (c). The required information is given in the statement attached

STATEMENT

Question No, Date & Reference	Subject	Remarks
1	2	3
Unstarred Question No. 5032 dated the 19th December, 1972 by Shri Jagannath Rao Joshi.	Asking : (a) whether several representations have been received by the Railway Authorities during the period 1968-71 about due seniority, promotion, increments and scales of pay etc. from certain fitters of the Allahabad Loco Shed, who had been wrongly removed from service in the year 1947 and were reinstated in service after the Allahabad High Court held in 1964 that their removal orders were illegal ; and	(a) Yes, only one representation was received.

1	2	3
	(b) if so, the date of each representation, points raised in each of them and the action taken thereon ?	(b) The representation is dated 12-8-1969. There in the employee has requested for proforma promotion and fixation of pay consequent upon his reinstatement in service in pursuance of a judgement of the Allahabad High Court. This is under examination.

रेल दुर्घटनाओं में जान और माल की हानि की क्षतिपूर्ति

5807. **डा० लक्ष्मीनारायण पांडेय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे दुर्घटनाओं के परिणामस्वरूप जान और माल की हुई हानि की क्षतिपूर्ति देने संबंधी निर्णय सरकार करती हैं; और

(ख) यदि हां, तो इसका आधार क्या है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) सरकार ने वर्तमान कानूनों से भिन्न आधार पर मुआवजा देने का कोई विनिश्चय नही किया है ।

(ख) प्रश्न नही उठता ।

Extension of Shoranur-Nilambur Railway Line up to Calicut

5809. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the Shoranur-Nilambur Railway to Calicut to make it economic; and

(b) if not, whether Government propose to examine the possibility of such a proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) In view of the tight financial position & poor traffic prospects, it would be difficult to consider this line at present.

Supply of Equipment from Malaysia for Power Plants

5811. SHRI M. S. SANJEEVI RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any agreement has been signed with Malaysian Government for the supply of equipment for three Power Plants; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Bharat Heavy Electricals Ltd. have secured, in 1971, an order from the National Electricity Board Malaysia to design manufacture, erect and commission three oil fired boilers of 120 MW capacity for the Tuankuja' a far Power Station at Port Dickson, Malaysia, valued at Malaysian 38,007,052 (Rs. 9.31 crores). The first boiler is

to be erected at site and commissioned within 30 months from the date of order to proceed with the work, the second boiler within 38 months and the entire work is to be completed within 62 months.

In addition to the above, in January 1970, the BHEL secured an order from the National Electricity Board, Malaysia, for the supply, erection and commissioning of 2 Nos. 5,50,000 lb/hr. boilers. These boilers are already under various stages of erection site in Malaysia.

Cancellation of transfer of Parcel Clerks at New Delhi Station to Kalka Station

5812. SHRI MAHADEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some Parcel clerks working at New Delhi station were transferred to Kalka station in the month of February, 1973 on account of misbehaviour and misconduct;

(b) whether these transfers have been cancelled and if so, the reasons therefor;

(c) whether some investigations are also in progress against them by the Vigilance Department, Railway Board for causing loss of revenue to the administration by not realising the undercharges on the consignments of oranges in the year 1972; and

(d) if so, further action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Only one Parcel clerk was ordered to be transferred from New Delhi to Kalka but the transfer order has been stayed pending further investigations.

(c) The Parcel clerk concerned along with some other staff figured in a case of alleged non-recovery of undercharges on a consignment of oranges. The matter is currently under enquiry by the Vigilance Directorate, Railway Board.

(d) Appropriate action will be taken against the staff concerned in the light of the results of enquiries.

आदिवासी क्षेत्रों में नई रेलवे लाइनें बिछाने का मापदण्ड

5813. श्री भारत सिंह चौहान :
श्री भगीरथ भंवर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अन्य राज्यों की तुलना मे मध्य प्रदेश में किलोमीटर में रेलवे लाइन कम हैं;

(ख) क्या गत 20 वर्षों से आदिवासी क्षेत्रों में रेलवे लाइन बिछाने की मांग की जा रही है;

(ग) क्या केन्द्रीय सरकार ने ऐसे क्षेत्रों में नई रेलवे लाइन बिछाने के लिए कोई मापदंड निर्धारित किया है, और

(घ) यदि हां, तो वह क्या है ?

रेल मंत्रालय मे उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी नही । मध्य प्रदेश में किलोमीटर में रेलवे लाइनों की लम्बाई उत्तर प्रदेश को छोड़कर अन्य सभी राज्यों की अपेक्षा अधिक है ।

(ख) जी हा ।

(ग) और (घ) . वर्तमान नियमों के अंतर्गत, नयी लाइनों को वित्तीय वृष्टि से लाभकर होना चाहिए; परम्परागत रीति से पूंजी निवेश पर 6.75 प्रतिशत और बट्टागत नकद प्रवाह रीति से 10 प्रतिशत

प्रतिफल मिलना चाहिए बशर्ते ये लाइनें सामरिक कारणों से अपेक्षित न हों। प्राय: भारी उद्योगों की स्थापना खनिज और प्राकृतिक संपदाओं के दोहन, पत्तन सुविधाओं के विस्तार आदि की सेवा करने वाली लाइनें ही वित्तीय लाभप्रदता के मानदण्ड को पूरा करती हैं फिर भी, देश के पिछड़े क्षेत्रों में विकास के प्रयोजन से अपेक्षित नयी लाइनों के निर्माण के लिए, जैसा कि रेल मंत्री महोदय अपने बजट भाषण में बता चुके हैं, नीचे लिखे आधार पर एक नये दृष्टिकोण से विचार किया जा रहा है :—

(i) लाइन के निर्माण की अवधि में और उसके बन जाने तथा यातायात के लिए खुल जाने के बाद कुछ विनिर्दिष्ट वर्षों तक सामान्य राजस्व को लाभांश देयता के भुगतान से पूर्णत: अथवा आंशिक रूप से छूट देना;

(ii) भूमि दे कर और निर्माण-कार्य के लिए मुफ्त श्रम की व्यवस्था करके निर्माण की लागत कम करने में राज्य सरकारों और स्थानीय प्राधिकारियों का सहयोग;

(iii) नव-निर्मित लाइन के लिए लागू किराये और माल भाड़े के ढांचे में उपयुक्त ऊर्ध्वगामी समायोजन करना, जिसे सामान्य भाषा में "प्रभार्य मील-दूरी में स्फीति" कहा जाता है;

(iv) विच्छिन्न आधार पर किराया भाड़ा लगाना ताकि मानक किराये-भाड़ को अधिक-दूरी-कम-किराया वाली संरचना के विरुद्ध संतुलन बनाया जा सके।

Occupation of passenger bogies by Milk Vendors between Delhi and Ghaziabad

5814. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that all passenger bogies are occupied by Milk Vendors in trains running between Delhi and Ghaziabad especially in the morning and evening and Railway authorities show their inability to take any action against the Milk vendors and the passengers face great inconvenience in these local trains; and

(b) if so, the action to be taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Government are aware that Milk Vendors travel between Delhi and Ghaziabad specially in the morning and evening hours by certain trains but frequent checks are carried out by Ticket Checking Staff to ensure that they do not cause avoidable inconvenience to other passengers. On 2 Dn. ATD Passenger train which leaves Delhi at 8-30 hrs. and which is mostly availed by Milk Vendors, 1½ bogies with a total carrying capacity of 120 seats have been earmarked separately for them.

Electric Train between Palwal and Delhi

5815. SHRI ARVIND M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for running an electric train between Palwal and Delhi in the near future;

(b) if so, when; and

(c) whether any survey has been done in this respect?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A feasibility study by the Metropolitan Transport Project Organisation (Railways) for the requirements of intra-city and suburban traffic for Delhi Metropolitan Area is currently in Progress. A final decision in regard to the scope of works required, including introduction of electric trains would be taken on receipt and examination of their report.

Curbs on distribution of profits by companies

5816. SHRI B. V. NAIK Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any proposals for declaring a time bound ban on distributable profits and to plough them back into industry for a period of five years,

(b) if so, from whom, and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) No, Sir.

(b) and (c). Do not arise.

Proportion of Skilled and Unskilled Labour engaged in 1 Kilometre of Railway Line in B.G. Category

5817. SHRI B. V. NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total employment potential of 1 kilometre of Railway line in the broad gauge category; and

(b) of the above, what is the proportion of skilled and unskilled labour?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) and (b) Staff strength, skilled and unskilled, is provided taking into account several factors, like work load, nature of work, equipment in use etc., and not on kilometreage or gauge of track.

Talks held with Andhra Pradesh Governor's advisor on power crisis

5818. SHRI Y. ESWARA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether he had recently held talks with Andhra Pradesh Governor's Advisor regarding the power crisis in the State; and

(b) if so, the outcome of the talks?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): Yes, Sir. The Minister of Irrigation and Power had discussions with the Advisor to Governor of Andhra Pradesh on the 8th March 1973 at Andhra regarding the power position in the State.

The Minister of Irrigation and Power gave a number of suggestions for improvement and further development. These include the following:—

(i) Central Water and Power Commission may convene a meeting to examine optimum regulation from Machkund and Balimela so as to relieve to a small extent the power shortage in Andhra Pradesh and also to ensure enough water for commissioning of the Balimela Power House.

(ii) If necessary a Joint Management Board could be set up to regulate the release of water and sharing of power between Orissa and Andhra Pradesh in respect of Machkund Power house as also generation of power at Balimela and Upper Sileru.

(iii) An expert Team of the Ministry of Irrigation and Power should study the working of Ramagundam 'A' Power Station which was generating 5 MW against the installed capacity of 37.5 MW.

(iv) Efforts should be made to commission the first unit of Kothagudem 'B' Station in June 1973 as scheduled.

(v) A Special Officer should be posted by the State Electricity Board to assure supply of proper quality coal free of stones to the power stations.

(vi) An extra amount of Rs. 4.0 crores should be provided for the Lower Sileru Project during 1973-74.

(vii) High priority should be given to Vijayawada Thermal Project (2x200 MW).

Cases pending with Andhra Pradesh High Court

5819. SHRI Y. ESWARA REDDY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what is the number of cases pending before the Andhra Pradesh High Court;

(b) since when these cases have been pending; and

(c) what are the reasons for the slow disposal of cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) The total number of cases pending at the end of 1972 was 19,527, comprising of 15,892 main cases and 3,635 miscellaneous cases.

(b) A statement showing the period of pendency of the main cases is attached. Similar information in respect of the miscellaneous cases is not readily available. It is being ascertained and will be laid on the Table of the House.

(c) (i) Increase in institutions, and

(ii) Ection Petitions in the hearing of which seven Judges are engaged.

STATEMENT

Number of main Cases	Since when pending
3	1965
4	1966
17	1967
70	1968
259	1969
824	1970
3,572	1971
11,143	1972

Power cut in Andhra Pradesh

5820. SHRI Y. ESWARA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Andhra Pradesh Government cut ranging from 10 to 50 per cent;

(b) if so, to what extent the power cut will affect industrial and agricultural production in the State; and

(c) upto what period the power cut will remain in force in the State?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir. The Andhra Pradesh Government have imposed power cuts ranging from 10 per cent to 50 per cent on demand and energy from 25th February 1973.

(b) No detailed quantitative assessment of the effect of the power cut on industrial and agricultural production has been made.

(c) The position in respect of power cut will ease when the 62.5 MW unit at Ramagundem Thermal Power Station which is under forced outage is re-commissioned and one units of 110 MW is commissioned at Kothagudem Power Station in June 1973. On its

commissioning, supply from Balimela Hydro Electric Project is also expected to be made available to Andhra Pradesh for some time.

Action against M/s. Smith and Naphew and M/s. Anglo-Thai Corporation for Contravening Industries (Development and Reg.) Act

5821 SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Qestion No. 8 against M/s. Smith and Naphew and M/s. Anglo-Thai Corporatoin for having contravened provisions of the Industries (Dev. and Reg.) Act, has been under consideration and when it is expected to be finalised?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): M/s. Smith and Nephew India Limited hold an industrial licence for the manufacture of Nivea Cream and Nivea Skin Oil. They have submitted an application for a c o.b. licence for the manufacture of a number of items including Nivea Vanishing Cream and the application is under consideration.

M/s.Anglo-Thai Corporation Limited are not borne on the list of the D G.T D. Detailed particulars about this company have, therefore, been called for from the State Government concerned.

Delay in Vitamin 'C' Proect of Hindustan Antibiotics Limited

5822. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the present position of Vitamin C Project of the Hindustan Anti-biotics Ltd;

(b) when the plant is expected to commence commercial production and market this product; and

(c) whether any responsibility has been fixed for the inordinate delay in the implementation of this project

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The plant for the manufacture of Vitamin C has been installed and is under trial run. It is expected to go into commercial production in about six months.

(c) No, Sir. The delay in implementation of the project was due to various factors *viz.*, (i) prolonged efforts made in developing and proving indigenous technology (ii) impounding of shipment of capital equipment in Pakistan during Indo-Pak hostilities and (iii) non availability of cement and steel, etc., which were beyond the undertaking's control.

पाली (मारवाड़) रेलवे स्टेशन पर पानी के कुलर की व्यवस्था

5823. श्री मूलचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि पाली (मारवाड़) रेलवे स्टेशन पर यात्रियों को पीने का ठंडा पानी देने के लिये कूलर की व्यवस्था न करने के क्या कारण है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : इस स्टेशन पर यात्रियो को ठण्डा पानी सप्लाई करने की पर्याप्त व्यवस्था पहले से मौजूद हैं ।

मारवाड़ जंक्शन में गन्दे पड़े प्रतीक्षालय

5824. श्री मूल चन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मारवाड़ जंक्शन पर प्रथम श्रेणी और दूसरी श्रेणी के प्रतीक्षालय तथा

स्नानागार बंदे पड़े रहते हैं तथा उनका निर्माण बढ़िया तरीके से किया गया है; और

(ख) क्या रेलवे विभाग का विचार उसमे सुधार करने का है और यदि हां, तो कब तक ऐसा किया जायेगा ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

टिकट चेक करने वाले अधिकारियों के लिए बैज (बिल्ले)

5825 श्री मूलचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या टिकिट चैक करने वाले अधिकारी अपना नाम तथा पदनाम लिखा हुआ बैज (बिल्ला) अपनी वर्दी पर लगाते हैं; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख) टिकट-जांच अधिकारी अपनी वर्दी पर बैज लगाते हैं जिस पर उनका पदनाम लिखा रहता है । प्रत्येक रेलवे के दो या तीन बड़े स्टेशनों पर नियुक्त टिकट जांच कर्मचारियों को उनके नाम के बैज जारी करने के आदेश भी जारी किये गये हैं ।

Passengers faced violent troubles from Demonstrators in Orissa

5826. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether during the month of February last Railway passengers travelling between West Bengal and Orissa and some Railway stations in Orrisa faced violent troubles from Demonstrators;

(b) if so, the number of such incidents and the extent of casualties caused as a result thereof; and

(c) the steps taken by Government to deal with such situations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) 5 such incidents occurred and a few casualties were reported.

(c) The security branch of the Railways keeps close liaison with the executive and Intelligence Branches of the State Police, and they exchange information regarding matters affecting the running of the Railway and protection of important installations.

2. Guarding of vulnerable points and patrolling of the track in vulnerable sections is taken up by the State Police or the Railway Protection Force as the case may be, when trouble is apprehended.

3. In addition to strengthening the security arrangements at Railway Stations in areas where trouble is likely to occur, action is taken by the Government Railway Police and the Railway Protection Force to escort train on affected sections.

4. The local Police arrange patrolling near railway stations and the railway track adjoining educational institutions when required.

5. Steps have been taken to project to the public the beneful effects of destruction of National assets like Railway property. In this connection Press communiques special articles/ brochures are being issued by the Railway Board and the Zonal Railways. Radio talks are also given by officers and others.

6. The subject is also brought up in the National Railway Users' consultative committee meetings, seeking their co-operation in this respect.

7. The Indian Railways Act, 1890 is being amended in order to make the punishment for destruction of Railway property more deterrent:

Better Amenities to Passengers

5827. SHRI BANAMALI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken to provide better amenities to passengers during the last three years;

(b) the results achieved so far;

(c) whether the change made in the ten day limit of advance booking has helped the people in any way and if so, in what way; and

(d) the steps envisaged to remove congestion on the railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Steps were taken to provide basic amenities at all stations and to improve the existing amenities whereever considered necessary.

(b) The work of providing basic amenities for passengers like Waiting Halls, Benches, Lights, Drinking Water, Latrines, platforms with well maintained surface, proper booking arrangements and Shady trees on all regular and flag stations and a rail level platform, a small waiting shed, to serve also as Booking office, lights and shady trees at all halt stations has been completed on the Indian Railways.

(c) The extension in the time limit for advance reservation in all classes was made on an experimental measure for a period of one month from 15th November 1972 to 14th December 1972. This experiment will be repeated during the period of the ersuing summaar rush and the results will be studied thereafter.

(d) Steps envisaged to remove the congestion on the Railways include:—

(i) augmentation of the carrying capacity of long distnace Mail/ Express trains by dieselisation/electrification.

(ii) running special trains and attaching extra coaches to important trains where operationally feasible to clear the traffic during rush periods.

(iii) introducing additional trains, extending the runs of existing trains and also augmenting their loads to the extent feasible.

(iv) opening of additional booking and reservation counters and advancing/extending the hours of their working as necessary.

Setting up of Oil Refineries in Collaboration with Foreign Countries

5828. SHRI SAMAR GUHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the terms and conditions regarding collaboration with foreign countries for setting up oil refineries in India,

(b) the projects covered by collaboration agreements and the time schedule for completing them; and

(c) the expenditure in terms of rupees and foreign exchange estimated to be incurred on these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) There are no standard terms and conditions regarding collaboration with foreign countries for setting up oil refineries in India and each case has to be considered on its merits.

(b) The only refinery which has so far been covered by duly executed collaboration agreement with a foreign country is the Madras Refinery.

(c) The total investment and the foreign exchange component thereof in respect of the Madras Refinery project are given below.

Total investment	Rs. 430,125,000
Foreign exchange component:	$20,724,000

समाज विरोधी तत्वों द्वारा चल टिकट परीक्षकों का पीटा जाना

5829. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में समाज विरोधी तत्वों द्वारा आक्रमण किये जाने के परिणामस्वरूप मारे गये और घायल हुए चल टिकट परीक्षकों की, जोनवार, संख्या कितनी है; और

(ख) मृत व्यक्तियों के परिवारों और घायल व्यक्तियों को सरकार द्वारा दी गई सहायता का ब्यौरा क्या है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) और (ख) . एक विवरण सलग्न है।

क्रम सं०	रेलवे का नाम	गत एक वर्ष के दौरान मारे गये और घायल हुए चल टिकट परीक्षकों की संख्या		घायलो को किस प्रकार की सहायता दी गयी
		मारे गये	घायल हुए	
1	मध्य . .	—	1	प्राथमिक चिकित्सा
2.	पूर्व . .	—	4	एक मामलो में आर्थिक सहायता दी गयी ।
3.	उत्तर .	—	3	—
4.	पूर्वोत्तर .	—	7	डाक्टरी सहायता-अनुपस्थिति को "ड्यूटी पर चोट" के रूप मे माना गया—एक मामले में कानूनी सहायता दी गयी ।
5.	पूर्वोत्तर सीमा .	—	1	—
6.	दक्षिण . .	—	—	—
7.	दक्षिण-मध्य .	—	—	—
8.	दक्षिण-पूर्व .	—	—	—
9.	पश्चिम .	—	1	—

विलम्ब शुल्क के रूप में प्राप्त राजस्व

5830. **श्री शंकर दयाल सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में रेलवे को विलम्ब शुल्क के रूप में कितना राजस्व प्राप्त हुआ और उसका क्षेत्र- वार ब्यौरा क्या है;

(ख) ऐसे सरकारी संस्थानों की संख्या कितनी है जिनकी और विलम्ब शुल्क की एक लाख रुपये से अधिक की राशि बकाया है; और

(ग) बकाया राशि वसूल करने के लिए क्या कदम उठाये गये हैं ?

रेल मन्त्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) (क) क्षेत्रीय रेलों द्वारा 1971–72 की अवधि में वसूल की गयी विलम्ब-शुल्क की राशि 635. 68 रु० थी, जो नीचे दी गयी है .—

रेलवे	(लाख रुपयो में) राशि
मध्य . . .	86.04
पूर्व . .	179.58
उत्तर . . .	7.45
पूर्वोत्तर . .	27.55
पूर्वोत्तर सीमा . .	12.01
दक्षिण . .	19.15
दक्षिण मध्य . .	31.12
दक्षिण पूर्व . .	244.31
पश्चिम . .	8.47
	635.68

(ख) ऐसे संस्थानों की संख्या 33 है ।

(ग) पार्टियों द्वारा उठाये गये विवादों की जांच की जा रही है और क्षेत्रीय रेलों द्वारा पार्टियों को यह समझाने का निरन्तर प्रयास किया जा रहा है कि वे रेलवे की बकाया राशि का यथाशीघ्र भुगतान कर दें ।

रेलवे स्टेशनों पर बुक-स्टालों पर बेची जाने वाली पुस्तक

5831. **श्री शंकर दयाल सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार रेलवे स्टेशनों के बुक स्टालों पर रखे जाने वाले साहित्य की जांच करती है और इस संबंध में सरकार द्वारा निर्धारित किसी नियम का उल्लंघन करने पर किसी व्यक्ति को दण्ड दिया गया है;

(ख) क्या कोई ऐसा प्रस्ताव सरकार के विचाराधीन है कि रेलवे स्टेशनों पर एक व्यक्ति या एक फर्म के पास एक से अधिक स्टाल न हों; और

(ग) क्या सरकार को इस संबंध मे कई संस्थाओं से सुझाव प्राप्त हुए है ?

रेल मंत्रालय में उप-मंत्री (श्री मुह-मद शफी कुरैशी) (क) किताब की दुकान के ठेकेदारो द्वारा आपत्तिजनक साहित्य की बिक्री की जाच और रोक-थाम के लिए विभागीय अधिकारियो और किताबो की दुकान की सलाहकार समितियों के सदस्यो द्वारा निरीक्षण किये जाते हैं । जिन मामलो में ठेकेदार ऐसे साहित्य बेचते हुए पाये जाते हैं उनके विरुद्ध करार की शर्तों के अनुसार आवश्यक कार्रवाई की जाती है ।

कतिपय रेलो के स्टेशनों पर आपत्ति-जनक साहित्य बेचने के कुछ मामले हुए है । ऐसे किताब की दुकान के ठेकेदारों के विरुद्ध चेतावनी देकर या उन पर जुर्माना लगाकर उपयुक्त कार्रवाई की गयी ।

(ख) और (ग) . जी नहीं । लेकिन 21-3-1973 को लोक सभा में रेल मंत्री द्वारा दिये गये बयान को ध्यान में रखते हुए इस संबंध में समीक्षा की जा रही है ।

वर्ष 1972 में बिना टिकट यात्रा करने वाले व्यक्तियों से वसूल किया गया जुर्माना

5832. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत एक वर्ष में जनवरी, 1973 तक रेल गाड़ियों में क्षेत्रवार बिना टिकट यात्रा करते हुए पकड़े गये यात्रियों से जुर्माने के रूप मे कितनी धनराशि वसूल की गई ?

रेल मंत्रालय म उपमंत्री (श्री मोहम्मद शफी कुरैशी) 1972 के दौरान और जनवरी, 1972 में बिना टिकट यात्रा करने वाले यात्रियो से वसूल की गयी जुर्माने की रकम इस प्रकार है :-

रेलवे	1972 के दौरान रुपये	जनवरी, 1973 मे रुपये
मध्य	1,42,240	9,034
पूर्व	8,45,432	71,240
उत्तर	3,55,781	10,180
पूर्वोत्तर	2,75,042	20,255
पूर्वोत्तर सीमा	3,131	578
दक्षिण	49,207	5,957
दक्षिण-मध्य	25,076	462
दक्षिण-पूर्व	18,934	1,490
पश्चिम	69,564	7,001

Increase in Payment of Claims to Traders due to unholy Alliance with Claim Staff

5834. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the increasing number of cases of compensation for goods pilfered while in the custody of Railway is due to unholy alliance of traders with the claims dealing authorities at different levels; and

(b) if so, the action taken to guard against such payments?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Claims are settled on merits and under the extent legal provisions after careful scrutiny of all relevant records regarding the quantum of shortage; amount claimed and the title of the claimants. Claims of high valuation are paid only after prior check and concurrence by the associated Finance.

Quarters for Station Masters and Assistant Station Masters

5835. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Station Masters and Assistant Station Masters provided with quarters Zone-wise;

(b) whether Station Masters and Assistant Station Masters are classified as essential staff performing shift duties and their number Zone-wise without quarters; and

(c) if so, the reasons why extra fund is not allotted for immediate construction of quarters for them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD .SHAFI QURESHI): (a) to

(c). The information is being collected and will be laid on the Table of the Sabha.

Officers kept at Zonal and Divisional Headquarters for more than Five Years

5836. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of officers kept at one Zonal and Divisional Headquarter for more than five years; and

(b) the reasons for their not being transferred?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) The information is being collected and will be placed on the table of the Sabha

(b) No rigid period of stay of officers at one place has been fixed. Transfers are periodically made keeping in view administrative requirements.

Integrated plan for Power Development

5837. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have worked out any integrated plan for power development in the country; and

(b) if so, what are the respective places of hydel, thermal and nuclear energies in the development of power generation under the plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir Ministry of Irrigation and Power have prepared a Power Plan (Generation) for the decade 1971—81 on integrated basis

(b) According to this Plan, the total installed capacity in the country is proposed to be increased to 52.00 million KW comprising 22.3 million KW of hydro, 25.5 million KW of thermal and 4.2 million KW of nuclear capacity.

Cases pending with Kerala High Court

5838. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what is the total number of pending cases in the Kerala High Court;

(b) since when these cases were pending; and

(c) the reasons for the slow disposal of cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) 29,353 cases at the end of 1972.

(b) A statement is attached.

(c) The main reason is increase in institutions.

STATEMENT

Nnmber of cases	Since when pending
3	1951
—	1952
2	1953
1	1954
2	1955
1	1956
3	1957
1	1958
—	1959
1	1960
2	1961
1	1962
1	1963
1	1964
8	1965
20	1966
35	1967
250	1968
1,037	1969
3 257	1970
6.411	1971
18.316	1972

Survey for New Lines in Uttar Pradesh

5839. DR. GOVIND DAS RICHHARIYA: Will the Minister of RAILWAYS be pleased to stae which are the new Railway lines in Uttar Pradesh for which surveys have been in progress or have already been completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Information regarding Railway Statistics is not complied Statewise or Regionwise, but Railway-wise. The State of Uttar Pradesh is served by Northern, Central North Eastern and Western Railways. Particulars of surveys for new lines carried out in the past on these Railways are given in Chapter IV—New Construction and Engineering Works—of the Report by the Railway Board on Indian Railways for each respective year. Copies of these Reports upto year 1971-72 are available in the Library of the Parliament. Only updating of the earlier Survey Reports of Shahdara —Saharanpur separate B.G. line in U.P. was done during 1972-73

Overtime Allowance paid to Railway Employees during 1971 and 1972

5840. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state·

(a) the amount of Overtime Allowance paid to the Railway Employees in the case of each of the nine Railways, for the calendar years 1971 and 1972; and

(b) whether any steps are being taken to discourage this tendency?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Information is being Collected and will be laid on the Table of the Sabha.

Names and Addresses of Recipients of Gallantry and other awards on Indian Railways

5841. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names and present and permanent addresses of the Railway Officers who were awarded the Padma Shri, of the firemen who were awarded Vir Chakras, of the three Railwaymen who were awarded the Shaurya Chakras and of the Brigadier who commanded the 472 H. Q. Railway Engineers Brigade of Territorial Army in Bangladesh and was awarded the Ati Vishist Seva Medal for distinguished service during the Indo-Pak conflict of 1971; and

(b) the financial or other service benefits given to these employees by the Railways in token of their distinguished service to the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A statement containing the information is laid on the Table of the House [*Placed in Library. See No. LT-4702/73*]

Names of Stations where there is no Provision for Drinking Water, Tea Stalls and Waiting Rooms

5842. PROF. NARAIN CHAND PARASHAR·

SHRI HUKAM CHAND KACHWAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of stations on each of the Railways (other than Flag stations) where there is no provision for drinking water, tea stalls and waiting rooms, as on 31st December, 1972; and

(b) whether any serious consideration is being paid to provide these basic amenities at all such stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) Provision of drinking water arrangements is a basic amenity at all stations except halt stations and these arrangements already exist at such stations. Tea stalls and waiting rooms are not basic amenities. There are 3604 stations where there are no tea stalls while there are 2626 stations where there are no waiting rooms. These are provided where justified as per traffic needs on a programmed basis in consultation with the Railway Users' Amenities Committees and subject to availability of funds.

Measure to Prevent Thefts and Pilferages and Composition of State Level Committees

5843. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the measures which have been initiated by Government to prevent and detect the incidence of thefts and pilferages on the Railways during the last one year; and

(b) the composition of the State Level Committees and Basic Level Committees set up for the States of Punjab, Haryana and Himachal Pradesh to eliminate thefts and pilferages?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The following are some of the important measures which have been taken by the Government during the last year to prevent thefts and pilferages on the Railways:—

(i) Joint supervision of loading and unloadig operations by the staff of Commercial and Secruity Departments;

(ii) Surprise test checking of Loaded wagons;

(iii) Watch by plain-clothed RPF Personnel;

(iv) Armed escorting of goods trains by RPF in the affected areas;

(v) Armed guarding and patrolling of vulnerable points, yards and sections;

(vi) Patrolling of highly notorious sections by trained dogs of R P.F.

(vii) Movement of vulnerable commodities such as Sugar, Foodgrains, Oil-seeds and iron and steel in block loads escorted by armed R. P. F. personnel.

(viii) Emphasis on correct/proper packing, marking of packages and labelling of wagons to avoid package/wagons going astray or getting delayed in transit.

(ix) Detention of a number of criminals and receivers of stolen property under Special Acts.

(x) Emphasis on collection of intelligence regarding criminals/rereivers of stolen property and organising raids on them.

(b) In accordance with a policy decision, two types of Joint Committees were set up on each Railway. One was at the State Level and the other at the Basic unit level. The State Level Committees were set up for the States of Punjab and Haryana and not for Himachal Pradesh. Similarly, Basic Level Committees were set up at various stations in Punjab and Haryana. These committees were not set up in Himachal Pradesh as there was no problem of thefts and pilferages in that State.

The composition of these Committees was decided to be as follows subject to the option of the Railway Administrations to make such minor changes therein as may be called for to suit local conditions:—

A *State Level Committee*:

(State Representatives)

(i) Home Secretary—Chairman.

(ii) Inspector General of Police—Member.

(iii) DIG/CID and Railways—Member.

(Railway Representatives)

(iv) Chief Security Officer—Member.

(v) Sr. Dy. General Manager—Member.

(vi) Chief Commercial Supdt.—Member.

(vii) (Labour Representatives)

One representative each from All India Railway Men's Federation and National Federation of Indian Railwaymen—Member.

B Basic Unit Level Committee:

(i) A Gazetted Officer having control over the unit—Chairman.

(ii) Two representatives from the official side—Member

(iii) Two representatives from the staff side one each from the recognised unions—Member.

Shortage of Wagons for Transportation of Cement in Himachal Pradesh

5844. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received from the people of Himachal Pradesh regarding shortage of wagons for carring cement to the interior of the State in the months of January, February and March 1973; and

(b) if so, the action taken on these complaints and the causes which led to the non-availability of wagons at the appropriate time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) A letter was received from the Government of Himachal Pradesh in March seeking assistance for stepping up of movement of cement to that State. A letter addressed to the Ministry of Industrial Development in the Government of India from the Government of Himachal Pradesh had also been received earlier in January.

(b) In the letter addressed to the Ministry of Industrial Development, Himachal Pradesh Government had indicated their monthly requirement of cement as 2700 metric tonnes. During January, February and first 20 days of March, a total of about 15,000 tonnes of cement was despatched from different cement factories for Himachal Pradesh. There is thus no shortfall in supply of wagons for meeting the requirement of cement of this State. Supply of wagons to the factories from where this State draws its requirements of cement is quite satisfactory. The transhipment performance at Kalka and Pathankot is being progressively stepped up, so as to increase the quantum of movement into Himachal Pradesh The daily average number of Broad Gauge wagons transhipped at these two points improved from 13 in November to 19 in December, 20 in January, 16 in February and 26 in March in the first 20 days.

Irregularities in Supply of Crude Oil to Bangladesh

5845. SHRI VASANT SATHE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the attention of Government has been drawn to the news report in *Blitz* dated the 17th February, 1973 regarding the reported irregularities in supply of Petroleum crude to Bangladesh;

(b) if so, the reaction of Government thereto;

(c) whether Government have ordered enquiry into the affairs and suspended the officials concerned with the deal in the Ministry of Petroleum and Chemicals and Indian Oil Corporation: and

(d) if not, why not?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) to (d). Government are enquiring into the alleged irregularities by

some officers of the Indian Oil Corporation regarding the contract for transportation of crude oil to Bangladesh.

Report Submitted by Monopolies Commission after 1-12-1972

5846 SHRI E. V VIKHE PATEL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply to USQ No. 1027 on the 27th February, 1973 and state:

(a) the subject matter of the report made by the Monopolies Commission after 1st December, 1972;

(b) the nature of recommendations made therein; and

(c) whether Government have initiated any action thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) The report was submitted by the M.R.T.P. Commission under section 23(6) of the M.R.T.P. Act, 1969 on the proposal from Sarabhai M. Chemicals Private Limited and Sarabhai Sons Private Limited for their amalgamation with Telerad Private Limited.

(b) The Commission recommended that the proposed amalgamation would not be in the public interest and should not be approved.

(c) The applicant company has informed Government that the original scheme of amalgamation is abandoned.

Officer of F.C.I. found guilty by Ayer Commission

5847. SHRI R. P. YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 3023 on the 5th December, 1972 regarding Officer of Fertilizer Corporation of India found guilty by Ayer Commission and state:

(a) whether the requisite information has since been collected; and

(b) if so, the main points thereof and if not the time by which the same would be collected?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No, Sir.

(b) Every effort is being made to expedite the collection of the requisite information which will be laid on the Table of the House as early as possible

Decision on resignation of Managing Director, Director (Production and Marketing) and Finance Director of F.C.I.

5848. SHRI CHANDRA SHAILANI: SHRI JAGANNATH MISHRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether resignations of Managing Director, Production and Marketing Director and Finance Director of the Fertilizer Corporation of India are under consideration of Government;

(b) if so, decision taken thereon; and

(c) the reasons for delay in taking a decision?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). No Sir. However to facilitate the reorganisation of the Fertilizer Corporation of India, the Managing Director has offered voluntarily to proceed on retirenemt. This offer will be considered, if necessary, when the reorganisation scheme of the Corporation is finalised.

Row Over Fertilizer Corporation of India Resolved

5849. SHRI R. P. YADAV: SHRI ACHAL SINGH

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware of News-item appeared in the Indian Express dated 29th September, 1972 under the caption "Row over Fertilizer Corporation of India Resolved";

(b) if so, whether the report is true;

(c) whether officers approved by Empanelment Committee have been posted as General Managers and rejected ones reverted to their substantive posts; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) to (d). The Fertilizer Corporation have recently submitted proposals for appointments to the posts of General Managers. These are under consideration.

Appointment of Director (Marketing) in F.C.I.

5850. SHRI JAGANNATH MISHRA:
SHRI NAWAL KISHORE SHARMA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to fill in the post of Director (Marketing) in the Fertilizer Corporation of India as recommended by Ramakrishnayya Committee; and

(b) if so, when and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). A plan for the reorganisation of the FCI is under consideration and the question of appointing a separate Director for Marketing will be considered as a part of that plan.

गत तीन वर्षों में हटाई गई खतरे की जंजीर और जंजीर खींचे जाने के मामले

5851 श्री हुकम चन्द कछवाय

श्री नरेन्द्र सिंह क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1971 से अब तक कितनी गाड़ियों में से खतरे की जंजीर हटा दी गई हैं;

(ख) गत तीन वर्षों में जोनवार, जंजीर खींचे जाने की कितनी घटनाएं हुई; और

(ग) गाड़ियों मे जंजीर खींचे जाने की बढ़ती हुई घटनाओं को रोकने के लिए सरकार क्या कदम उठाने जा रही है ?

रेल मन्त्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) जितनी गाड़ियों से खतरे की जंजीर हटायी जाती है उनकी संख्या समय-समय पर भिन्न-भिन्न होती है क्योंकि यह परिस्थितियों की गंभीरता पर निर्भर है । महिला डिब्बों और पूर्ण डाक यान को छोड़कर लगभग 625 गाडियों मे इस समय खतरे की जंजीर के उपकरण हटा दिये गये है । इसके अतिरिक्त, पूर्व रेलवे की सभी उपनगरीय गाड़ियों से खतरे की जंजीर हटा दी गई है ।

(ख) एक विवरण संलग्न है ।

(ग) अनधिकृत रूप से खतरे की जंजीर खींचने की घटनाओं की रोक थाम के लिए रेल प्रशासन द्वारा किये गये उपाय नीचे दिये गये हैं:—

(i) तीसरे दर्जे के डिब्बों मे सादे पोशाक वाले चल टिकट परीक्षकों और रेलवे सुरक्षा दल के कर्मचारियों को तैनात करना,

(ii) खतरे की जंजीर खींचने की रोक थाम करने वाले दस्तों, जिनमे चल टिकट परीक्षक और रेलवे सुरक्षा दल के कार्मिक रहते हैं, द्वारा आकस्मिक जांच करना;

(iii) अनधिकृत रूप से खतरे की जंजीर खींचने के लिए बदनाम स्थलों पर बदमाशों को मात लगाकर पकड़ने के लिए आकस्मिक जांच की व्यवस्था करना;

(iv) समाचार पत्रों में इश्तहारी, सिनेमा-स्लाइडों आदि के जरिए और महत्वपूर्ण स्टेशनों पर लगे लाउडस्पीकरों द्वारा शिक्षात्मक आंदोलन चलाना,

(v) सेवा निवृत या सेवारत वरिष्ठ रेल अधिकारियों द्वारा शिक्षण संस्थानों में व्याख्यान दिला कर खनरे की जंजीर खींचने की बुराई के बारे में विद्यार्थियों में चेतना पैदा करना,

(vi) खनरे की जंजीर खींचने वालों को पकड़ लेने वालों को इनाम देना,

(vii) गाड़ियों से खनरे की जंजीर के उपकरण हटा लेना ।

विवरण

पिछले तीन वर्षों में गाड़ियों में खनरे की जंजीर खींचने के मामलों की संख्या

रेलवे	1970-71	1971-72	1972-73 (दिसम्बर, 1972 तक)
1	2	3	4
मध्य	13838	16339	13283
पूर्व	86906	52081	15659
उत्तर	63145	47064	33410
पूर्वोत्तर	110765	79662	41389
पूर्वोत्तर सीमा	19751	19905	4828
दक्षिण	4402	5020	5145
दक्षिण मध्य	14731	14586	13404
दक्षिण पूर्व	41213	53730	37328
पश्चिम	7190	7805	6528
	361761	296192	170969

Cancellation of Transfer Orders of Staff of Chittaranjan Locomotives Works

5852 SHRI ROBIN SEN Will the Minister of RAILWAYS be pleased to state

(a) whether any staff of the Chittaranjan Locomotive Works who were served with orders of transfer to other Railways have since been allowed to re-join the Chittaranjan Locomotives Works after cancelling their transfer orders, and

(b) if so, their number and considerations for cancellation of their transfer orders?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS

(SHRI MOHD SHAFI QURESHI) (a) and (b) The transfer orders of four persons have been cancelled by the local Administration after due consideration of the appeals submitted by them.

Kerala Government Proposal for Rail Link from Kottayam to Bodinaikannur Via Idikki

5853. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Kerala have represented to construct of a link line from Kottayam to Bodina Ikannur *via* Idikki, Peernadu and Kumili;

(b) if so, whether Government have decided to conduct a Traffic-*cum*-engineering survey of the line; and

(c) if not, when a decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). No. This line will have to negotiate the Western Ghats over considerable length and the terrain is such that construction would involve prohibitively high cost. The line is also likely to be restrictive in capacity on account of steep gradients and sharp curves. As the line will traverse a hilly terrain of dense forests, it may not have adequate traffic either and hence there is little likelihood of this line being economically viable. Survey will not be justified.

Doubling of Line from Shoranur to Mangalore

5854. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration for the doubling the existing line from Shoranur to Mangalore;

(b) whether the traffic-cum-Engineering Survey on this line is proposed to be conducted; and

(c) if not, when such a survey is likely to be conducted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) No.

(c) Survey will be considered when the need for additional capacity is established.

Expenditure on R.P.F.

5855. SHRI DHAN SHAH PRADHA:

SHRI HUKAM CHAND KACHWAI:

Will the Minister of RAILWAYS be pleased to state the expenditure incurred on Railways Protection Force by Indian Railways during 1970-71, 1971-72 and 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The expenditure incurred on Raiwlays Protection Force during the years 1970-71, 1971-72 and 1972-73 is as under:—

1970-71	1971-72	1972-73
Rs.	Rs.	Rs.
12,64,31,219	12,75,00,094	14.92 crores (Approximately)

Grant of Transfer Allowance to Railway Employees

5856. SHRI M. S. SANJEEVI RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Class III Railway staff has been granted transfer allowance equal to the amount of one month's pay and Class IV staff equal to the amount of half month's pay; and

(b) if so, the reasons for this discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Question does not arise.

Condonation of Break in Service of Ex. A I.O.Ws. (Western Railway) now working as A.P.W.Is. on Northern Railway

5857. SHRI JAGANNATH RAO JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the question of condoning the break in service of Ex-A.I O. Ws of Western Railway now working as A.P.W. Is on Northern Railway has been pending since 1968;

(b) if so, the reasons why their service is not being treated as continuous in spite of repeated assurances on the floor of parliament; and

(c) the time required to finalise the issue?

THE DEPUTY-MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). The question of condoning the break in service of 12 ex-A I.O.Ws. of Western Railway later absorbed as A.P.W. Is on the Northern Railway is presently at the final stages of consideration by the General Manager, Western Railway in consultation with his F.A. & C.A.O. The issue could not be finalised so far on account of the following reasons:

(i) The service particulars of these persons had to be collected from various subordinate offices on the Western Railway.

(ii) In between their service records had to be sent to Northern Railway to facilitate fixation of their pay in the present posts held by them on the Northern Railway.

(iii) The Western Railway had to collect back their service records from the Northern Railway in order to enable the subordinate offices on the Western Railway to process their cases regarding condonation of break in service and submit proposals to the Headquarters Office for consideration of the General Manager in consultation with his F.A. & C.A.O. Concerted efforts are being made for finalisation of the case.

Construction of over-bridges on Manmad-Dhond Railway line

5858. SHRI E. V. VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Administration has received representations for constructing over-bridges on the Manmad-Dhond Railway line at a number of places; and

(b) if so, the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) work for construction of road over bridge near Ankai has been sanctioned and preliminary arrangements for taking up the work are in hand. The estimate for the proposed road over bridge at Ahmednagar has been sent to the State Government for their acceptance in February, 1973. Further action for sanction and execution would be taken after the State Government approve the estimate and are in a position to take up the construction of the approaches.

Promotion of Officers belonging to Scheduled Castes/Scheduled Tribes against Reserved Quota

5839. SHRI CHANDRA SHAILANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the decision of the Cabinet for granting the benefit of reservation in the promotion to various grades in gazetted services (both Class I and Class II) has been implemented in the Railways and if not, why;

(b) whether the reserved vacancies for the year 1972-73 have been worked out and the panel of officers formed to fill in the vacancies grade-wise;

(c) how many officers have been promoted on the Railways, Zone-wise from Assistant officers level to Senior Scale, Senior Scale to Junior Administrative grade, Junior Administrative to Inter Administrative grade, Inter Administrative to Senior Administrative grade and above as a result of the implementation of the above orders during the period; and

(d) what steps have been taken by Government to ensure that officers belonging to the Scheduled Castes/Scheduled Tribes get the promotions against the reserved quota in time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Himachal Pradesh's Hydel Power Generation Plan

5880. SHRI PARTAP SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Himachal Pradesh Government have submitted to Central Government a hydel power generation plan;

(b) if so, the main features thereof; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Himachal Pradesh Government has submitted a Plan indicating the Hydro Electric Projects to be taken up in that State for investigations/implementation during 5th and 6th Five Year Plans

(b) The major projects suggested therein for benefits during the 5th and 6th Plan periods alongwith the installed capacity are as follows:

1.	Parbati	1900MW
2.	Kol	1250MW
3.	Nathpa-Jhakri	1000MW
4.	Bhaba	150MW
5.	Baspa	400MW
6.	Chamera	400MW
7.	Dadhu	100MW
8.	Gyspa	225MW

In addition to the above, a number of medium hydel schemes aggregating to a total installed capacity of 90 MW and also some Micro Hydel Schemes have been suggested.

(c) The Nathpa-Thakri and Parbati Stage I Projects have been included in the Central Sector in the tentative 5th Plan to yield benefits in the early part of the 6th Plan.

Wagons of Iron Delivered without reweighment at Tughlakabad (N.R.)

5861. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry is aware that some Goods Clerks Grade Rs. 250-380(AS) working at Tughlakabad (Northern Railway) delivered some wagons of iron without reweighment being 'Sender Weight Accepted' in the months of July and October, 1971;

(b) whether such cases of 42 wagons were investigated by the Vigilance, Railway Board in the year 1972;

(c) if so, the result thereof and the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) 5 instances of iron/steel consignments with remarks 'Sender's Weight Accepted' having been allowed delivery without reweighment by the Chief Goods Clerk, Tughlakabad came to the notice of the Vigilance Branch of the Northern Railway during the course of an investigation in the year 1972. No such investigations were made by the Vigilance Directorate of the Railway Board in 1972.

(c) Action under the Railway Servants (Discipline & Appeal) Rules was initiated against the staff concerned and a warning was issued to him for the lapse on his part.

Robbery between Lucknow and Kasganj

5862. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether recently an armed robbery took place in the Lucknow-Kasganj fast passenger train;

(b) if so, the facts thereof; and

(c) what steps Government have taken or propose to take to prevent recurrence of such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) On 14th March, 1973 when 62 Dn Passenger train was on the run, and (b) between Shahgarh and Mala railway stations of North Eastern Railway, 4 persons robbed one Passenger Shri Govind Prasad of Distt. Pilibhit and deprived him of Rs. 290/- in cash in a third class compartment Two persons got down from the running train near the outer signal of Shahgarh station and 2 others were caught by the victim with the help of other passengers of the same IIIrd class compartment. None was injured.

The Government Railway Police/ Pilibhit registtered a case in crime No. 46 on 14th March 1973 under section 392/224 IPC and investigations are in progress.

(c) The following preventive steps are being taken to check such crimes:—

(i) To the extent possible, Government Railway Police escorts are provided on all important night passenger trains to ensure safety of passengers in the affected areas.

(ii) Surprise checks/supervision of escort duties has been further intensified.

(iii) Train escorts found negligent in their duties are punished suitably.

(iv) Railway Protection Force staff have been directed to extend active cooperation to Government Railway Police and Civil Police in tracking down criminals responsible for such incidents on the Railways.

(v) Close liaison is maintained with Government Railway Police and Civil Police to keep strict surveillance over bad characters operating in the affected sections and frequent raids are organised by the Police for the arrest of wanted criminals.

(vi) Periodical meetings, at all levels, are held by the RPF officials with the GRP and Civil Police officials with a view to ensure better coordination and effective prevention and detection of crime.

(vii) Railways on their part, are however, vitally concerned with the safety of passengers and goods and have been taking all necessary steps by way of

(a) Bringing to the notice of the State Government and Ministry of Home Affairs, wherever considered necessary all such occurrences for suitable preventive action and holding coordination meetings with State Police, at all levels.

(b) Bringing up this subject in the periodical Inspectors—Generals Conference.

(c) Providing safety devices in carriages and improving security measures.

(viii) Concerned at the growing incidence of heinous crimes in running trains and railway premises in the Eastern States of U.P., Bihar, West Bengal, Orissa and Assam, the Minister of Railways convened a meeting of Home Ministers, Inspector Generals of Police of these States in New Delhi on 21st March, 1973 to take effective steps to minimise the cases of heinous crime. As a result of this meeting, a working group consisting of higher senior officers of the Central and State Governments has been formed to thoroughly examine the various suggestions made at the meeting, to effectively tackle the problem and to report to the Minister of Railways as early as possible.

Licence fee levied on Soda Water Stall at Tambaram Railway Station

5863. SHRI T. S. LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) the sales turnover and licence fee levied for each Soda Water Stall at Stations between Madras Beach and Tambaram on Southern Railway for the last three years;

(b) whether even though the sales turnover is more at Madras Park than that at Tambaram, the licence fee levied for Park Stall is less than that levied for Tambaram; and

(c) if so, the reasons for the discrimination; and the reaction of Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A complete statement giving information for the last three years will be laid on the Table of the Sabha.

(b) and (c). At Madras Park Station, there is only a Soda Water Stall whereas at Tambaram Station, a combined Fruit and Soda Water Stall is functioning. The sales turnover for the Soda Water Stall at Madras Park is less than that of the combined Fruit and Soda Water Stall at Tambaram.

Wagons for removal of Timber from Railway Stations in Chhatisgarh (Madhya Pradesh)

5864. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to the non-availability of wagons timber rots at Railway stations of Chhattisgarh and other areas of Madhya Pradesh; and

(b) if so, the action taken to make the wagons available in time for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Traffic in timber normally moves under the lowest priority class 'E' and hence, there is some delay in meeting the demands in areas where higher-priority traffic also originates. However, loading has been stepped up and during the period from August 1972 to February 1973, a total number of 10,163 wagons were loaded with timber as compared to 9,596 wagons loaded during the corresponding period of 1971-72. Efforts will however, continue to be made to clear this traffic as expeditiously as possible

अखिल भारतीय बालचर संस्था द्वारा यात्रियों को शिक्षित करने का अभियान

5865. श्री शिव कुमार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अखिल भारतीय बालचर संस्था ने रेल यात्रियों को शिक्षित करने का एक अभियान शुरू किया है; और

(ख) क्या इस संस्था को रेलवे द्वारा वेतन या पारिश्रमिक आदि के रूप में कुछ दिया जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरेशी) (क) जी नहीं । लेकिन भारतीय स्वाधीनता दिवस के रजत जयन्ती कार्यक्रम के एक अंग के रूप में भारत स्काउट एवं गाईड संगठन के सदस्यों ने 28 जनवरी, 1973 को भारतीय रेलों के कुछ चुने हुए स्टेशनों पर रेल सेवा दिवस मनाया था । इन स्टेशनों पर स्काउटों ने यात्री जनता को पंक्तियों में खड़े करने, रेल परिसर को साफ-सुथरा रखने, बिना टिकट यात्रा की जांच करने, यात्रियों को पीने का पानी सप्लाई करने आदि कामों में सहायता दी ।

(ख) उन्हें कोई वेतन अथवा पारिश्रमिक नहीं दिया गया और न दिया जायेगा ।

सिंदरी तथा अन्य रसायनिक कारखानों में रसायनिक खाद के उत्पादन में वृद्धि

5866. श्री शिव कुमार शास्त्री : क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सिंदरी तथा अन्य कारखानों में कुछ रासायनिक खाद का उत्पादन बढ़ाने के लिए कोई योजना सरकार के विचाराधीन है; और

(ख) यदि हां, तो उसका ब्यौरा क्या है ?

पैट्रोलियम तथा रसायन मंत्रालय में उपमंत्री (श्री दलबीर सिंह) : (क) और (ख) उपलब्ध सहूलियतों के यथासंभव प्रयोग करने के लिए बनाया गया सामान्य रिपेअर और नवीकरण कार्यक्रम के अतिरिक्त एक आधुनिकीकरण योजना विचाराधीन है । इस योजना में सिन्दरी में संभरण सामग्री के रूप में ईंधन तेल/हैवी पेट्रोलियम फ्रैक्शन्स का प्रयोग कर, नाइट्रोजन उत्पादन को लगभग 90,000 टन प्रति वर्ष से बढ़ा कर लगभग 2,55,000 टन प्रति वर्ष करने की परिकल्पना है । यह सिन्दरी में संभरण सामग्री के रूप में इस समय प्रयोग किये जा रहे कोक/कोल ओवन गैस के

बदले में होगा। आधुनिकीकरण योजना की अनुमानित लागत लगभग 96 करोड़ रुपये होगी।

पांचवीं पंच वर्षीय योजना की अवधि में ऐसे स्थलों के संबंध में जहां अतिरिक्त उर्वरक क्षमता उत्पन्न की जा सके, विस्तृत अध्ययन किये जा रहे हैं।

राजस्थान नहर पर कार्य

5867. **श्री शिव कुमार शास्त्री** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंजाब के कुछ किसानों द्वारा अनेक स्थानों पर मुक्तसर-गंगानगर विद्युत सप्लाई प्रबंधों में गड़बड़ी के कारण राजस्थान नहर परियोजना का कार्य रुका हुआ है;

(ख) क्या गंगानगर जिले को भाखड़ा से अपने भाग के रूप में डेढ़ लाख यूनिट बिजली अभी तक मिल रही है, और

(ग) राजस्थान नहर का कार्य कब शुरू किया जायेगा ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) और (ग). मुक्तसर-गंगानगर प्रेषण लाइन में खराबी होने के फलस्वरूप, राजस्थान नहर परियोजना को जनवरी के अंतिम सप्ताह के दौरान बिजली की सप्लाई बंद रही, जिसके कारण मुख्य नहर पर निर्माण का कार्य लगभग रुका रहा। बिजली की सप्लाई एक सप्ताह के बाद चालू कर दी गई थी।

(ख) गंगानगर को भाखड़ा से प्रतिदिन 1,20,000 से 1,50,000 यूनिट तक बिजली मिलती रही है।

Cost of production of Electric Power in States

5868. SHRI S. P. BHATTACHARYYA: Will the Minister of IRRIGATION AND POWER be pleased to state the cost of production of electric power per unit in different States and the price per unit at which it is sold to industrialists, big and small, and to domestic consumers?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): Statement 'A' showing pooled cost of generation of electric power in the different States is laid on the Table of the House. [*Placed in Library. See No. LT 4703/73.*]

Average rates at which electricity is sold to industrial consumers, big and small and to domestic consumers are given in the Statement 'B' laid on the Table of the House. [*Placed in Library. See No. LT-4703/73.*]

Demand and Supply of Power

5869. SHRI JYOTIRMOY BOSU: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the State wise power demand and supply position during the period May 15, 1972 to January 15, 1973;

(b) whether supply position has improved; and

(c) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) A statement showing Statewise demand and supply of electric energy in million KWhr. during the period from May, 1972 to January, 1973 is laid on the Table of the House. [*Placed in Library See No. LT-4704/73.*]

(b) and (c). The power supply position in most of the States during the period from May to September 1972

was fairly satisfactory The position however deteriorated thereafter on account of failure of monsoons coupled with increase in demand for power The difficult power supply position is expected to continue till the onset of monsoon this year

All India Railwaymen's Federation Stand on Bonus

5870 SHRI JYOTIRMOY BOSU
DR LAXMINARAIN PANDEYA

Will the Minister of RAILWAYS be pleased to state

(a) whether his attention has been drawn to a paper circulated among the Members of Parliament by the All India Railwaymens Federation explaining its stand on Bonus, and

(b) if so, what are his observations on the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RIALWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) The question would have to be considered in the wake of the report of the Pay Commission

Irrigation of Drought Affected Areas

5871 SHRI Y ESWARA REDDY Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Government have drawn up any plan for irrigating the chronically drought affected areas in the country, and

(b) if so the main features there of?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) and (b) The Ministry of Agriculture initiated in 1970-71 a Central Sector programme for the Drought Prone Areas with a total outlay of Rs 100 crores for the development of selected chronically drought affected areas This programme covers 54 selected districts in 13 States The main elements of the programme are minor irrigation, soil conservation, afforestation roads, etc The provision of irrigation facilities in these areas, has, however, been accorded the first priority Out of the total cost of the sanctioned schemes amounting about Rs 112 crores, minor irrigation schemes account for nearly Rs 59 crores These schemes are intended to benefit an area of 5 lakh hectares

While examining new major and medium projects for implementation during the Fifth Plan priority is proposed to be given to projects which will serve drought affected areas identified by the Ministry of Agriculture and the Irrigation Commission The water which may be transferred from surplus regions is also proposed to be used mostly for drought affected areas

Requirements of Petroleum Products

5872 SHRI S A MURUGANANTHAM Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) the estimated requirements of petroleum products in the country,

(b) how much of these requirements are now met by production in India,

(c) what is the share of public sector refineries in India's total petroleum production and

(d) what are Government's plans to step up production of petroleum in the public sector?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The table below shows the estimated total requirements, indigenous availability of petroleum crude oil and refined petroleum products for the year 1973:

(Million tonnes)

	Indigenous	*Imported*	*Total*
Crude oil	7.35	13.95	21.30
Refined products	19 7	4.4	24.1

(c) The share of public sector refineries in India's total production for 1973 is estimated at 62 per cent.

(d) It is proposed to suitably expand the public sector refinery capacity so that the total capacity in operation at the end of the 5th Plan period may be about 42 million tonnes. The share of the public sector in this total at that time is expected to be 80 per cent.

Increase in Crude Price since 1969

5873. SHRI KRISHNA CHANDRA HALDER: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the total increase in prices of crude oil granted to foreign oil Companies since the end of 1969?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): There was no increase in the price of crude oil during the period 1968 to February 1970. In fact during this period the prices were reduced three times. The price of crude oil has however been sought to be increased by the oil companies since November 1970. The total increases claimed upto 1st April, 1973 are shown below:—

	US cents per barrel
Burmah-Shell and Caltex	97.0
Esso	83.7

Supply of Coal to DESU by Private Contractors

5874. SHRI S. P. BHATTACHARYYA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Delhi Electric Supply Undertaking is in a serious crisis due to the dependence on private contractors for its supply of coal,

(b) if so, the action taken against the contractors for their go-slow action; and

(c) if no action has been taken the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). No Sir. Before the Nationalisation of non-coking coal mines, the coal supplied by the private coal suppliers was found in some cases to be below the prescribed specifications. This attracted the penalties laid down in the contract. While this was under consideration in Delhi Electric Supply Undertaking the private coal supplier either stopped supplying coal or deferred the supplies. The DESU, therefore, arranged coal supply from the National Coal Development Corporation and the Bharat Coking Coal Ltd., for meeting its requirements As a result, coal supplies are being received regularly and the coal stock has been built up.

According to the contract, a penalty of 25 paise per metric ton is recoverable from the security deposit for short supply. The security deposit is already with the Undertaking. Action as provided in the contract is being taken by Delhi Electric Supply Undertaking.

Memorandum from Co-Ordination Committee Beas Electricity Workers Union, Chandigarh

5875 SHRI B S BHAURA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Government have received any memorandum from the Co-ordination Committee Beas Electricity Workers Union Chandigarh

(b) if so the gist thereof and

(c) action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) Yes Sir

(b) The memorandum contains the following demands

(i) Bonus at 8 33 per cent for the year 1971 72

(ii) Electricity concession

(iii) *Ex gratia* payments and

(iv) Project allowance to all the employees from the date of formation of the various offices (including those posted at Chandigarh)

(c) These demands were considered in February 1973 by the Standing Committee of the Beas Construction Board and the concerned employees can now either opt for drawing Electricity Board Allowance @ 8 33 per cent in lieu of Bonus plus Electricity concession with effect from 1st October 1972 or 4 per cent Electricity Board Allowance in lieu of Bonus plus Terminal Benefit The *ex-gratia* payment at the rate of 1 per cent as sanctioned by the Punjab State Electricity Board to their employees during the year 1969-70 and 7 days wages to Haryana State Electricity Board employees as sanctioned by their parent Board has also been approved for the employees drawn from these two Boards and working on the Beas Project

मध्य प्रदेश में कोयला क्षेत्रों में ताप बिजलीघरों की स्थापना

5876 **श्री नाथूराम अहिरवार :** क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बिजली उत्पादन के लिए उपयुक्त कोयला बड़ी मात्रा में मध्य प्रदेश में उपलब्ध है

(ख) क्या मध्य प्रदेश सरकार ने कोयला क्षेत्रों में ताप बिजलीघर स्थापित करने के लिए केन्द्रीय सरकार से बार-बार अनुरोध किया है और

(ग) यदि हां तो इस मामले में कार्यवाही न करने के क्या कारण है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बाल गोविन्द वर्मा) (क) जी, हां। विद्युत उत्पादन के लिए उपयुक्त अधिकतर घटिया किस्म के कोयले के वृहत भण्डार मध्य प्रदेश में उपलब्ध है।

(ख) और (ग) राज्य में कोयला खानों के निकट ताप-विद्युत् केन्द्रों की स्थापना करने के लिए मध्य प्रदेश सरकार ने प्रस्ताव प्रस्तुत किये थे। अमरकंटक और कोर्बा पर विस्तार (3×120 मैगावाट) स्वीकृत किये जा चुके है और इन पर कार्य प्रारम्भ कर दिया गया है। सतपुड़ा तथा सिंगरौली खानों के निकट बृहत् ताप-विद्युत् केन्द्रों की स्थापना के लिए परियोजना रिपोर्टें प्राप्त हो चुकी है तथा उनकी जांच की जा रही है। कोयला-खानों के निकट बृहत् ताप-विद्युत् केन्द्रों की स्थापना करने के वास्ते स्थलों का चयन करने के लिए

सरकार ने एक समिति की भी नियुक्ति की है तथा इस समिति से मध्य प्रदेश में दो उपयुक्त स्थलों का चयन करने के लिए कहा गया है ।

राष्ट्रीय ग्रिड के माध्यम से विद्युत का उत्पादन

5877. **श्री नाथुराम अहिरवार** : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोयला क्षेत्रों में उत्पादित विद्युत् को राष्ट्रीय ग्रिड से दूरस्थ स्थानों पर विद्युत् सप्लाई की तुलना में दूरस्थ स्थानों पर कोयला ले जाकर बिजली का उत्पादन बहुत महंगा पड़ता है; और

(ख) यदि हां, तो राष्ट्रीय ग्रिड द्वारा सस्ती तथा पर्याप्त बिजली के उत्पादन तथा सप्लाई करने में सरकार को किन कठिनाइयों का सामना करना पड़ रहा है ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बाल गोविन्द वर्मा) : (क) केन्द्रीय जल और विद्युत् आयोग में किये गये तकनीकी आर्थिक अध्ययनों से पता चलता है कि प्रपुंज विद्युत् के बहुत पारेषण और कोयले के वहन की सापेक्ष अर्थव्यवस्था अनेक घटकों पर निर्भर करती है और उसमें बहुत घट-बढ़ होती है । यह सामान्य परिणाम निकालना ठीक नहीं होगा कि भार केन्द्रों पर स्थित विद्युत् केन्द्रों की अपेक्षा पिट-हैड विद्युत् केन्द्र हमेशा बेहतर होते हैं ।

(ख) बृहत् ताप-विद्युत् केन्द्रों के प्रतिष्ठापन के लिए उपयुक्त स्थलों जो कोयला क्षेत्रों के निकट हों तथा जहां शीतलन जल की यथेष्ट आपूर्ति हो, के संबंध में पर्याप्त अन्वेषण करने होते हैं । इसके परिणामस्वरूप, ऐसे बृहत् ताप विद्युत् केन्द्रों के आयोजन तथा अभिकल्पित में पर्याप्त समय लगता है । ताप विद्युत् केन्द्रों में प्रतिष्ठापित होने वाले देशी उपस्कर की आपूर्ति के लिए डिलिवरी की एक लम्बी अवधियों की आवश्यकता होती है । खानों की उत्पादन क्षमता का भी आयोजन और समन्वय करना होता है ताकि विद्युत् केन्द्रों के लिए कोयला समय पर उपलब्ध हो सके । 400 के०वी० अतिरिक्त उच्च वोल्टता पारेषण लाइनों के लिए देशी उपस्कर देश में अभी तक उपलब्ध नहीं है और इसे केवल पांचवी योजना में ही विकसित किया जा सकेगा ।

Allotment of Land near Delhi to Co-operative Housing Societies of Railwaymen

5878. SHRI NATHU RAM AHIRWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is the policy of Railway Ministry to stimulate the growth of house building activities amongst the Railwaymen, and

(b) if so, whether his Ministry has any scheme to allot the surplus Railway land in Delhi Area or near Delhi to the Co-operative Housing Societies of the Railwaymen?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) No surplus land is available. However, Railway Employees Co-operative Housing Societies are allotted land by the Delhi Development Authority.

Move by Engineers and Technical Staff Working in Department of Irrigation and Power

5879. SHRI B. R. SHUKLA: Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether there is any move on the part of Engineers and technical staff serving under the Department of Irrigation and Power to be wholly independent of the supervisory control of the IAS Officers, and

(b) if so, the reaction of the Central Government towards this move?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA). (a) No, Sir,

(b) Does not arise.

Supply of Power to Electrically-run Trains by Railways

5880 SHRI B R SHUKLA Will the Minister of RAILWAYS be pleased to States, and

(a) whether Government are considering the desirability of establishing their own system for supplying electricity to the electrically-run trains in view of the disruptions caused by the State Electricity Boards of various States: and

(b) if not, what alternative arrangements Government intend to make to avert such disruptions in future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI).

(a) Yes

(b) Does not arise

Electrification of Harijan Basties in Orissa

5881 SHRI ANADI CHARAN DAS Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the number of Harijan Basties which have been electrified in Orissa during the Silver Jubilee year of India's Independence, and

(b) the names of villages, District-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) As intimated by the Orissa State Electricity Board, 52 Adivasi/Harijan villages have been electrified so far in the State during the Silver Jubilee year of India's Independence.

(b) The names of villages, District wise are as follows :—

District	No. of villages	Names of villages
Keonjhar	15	Palasa, Jhargram, Basugaon, Basudevpur, Tanta Kasia, Angutia, Sirakale, Kapaspara, Tikiri, Patala Sasanga, Kainta, Meheswarpur, Jamudalak.
Koraput	16	Bikrampur, Siuni, Dutaguda, Sanmasigam, Kamuliput, Mahaliaput, Kaliaguda, Sanapadia, Jagatrigud Bujabal, Menjar, Naugada, Kalimda, Gogiput-Bhata Chinchi, Kunturi Dhalo.
Phulbani	1	Hilung.
Sundergarh	20	Rupidihi, Kurga, Konapali, Bahjuri, Kaikacher, Ratanpur, Angiemunda, Patrapali, Jharmunda Lankahura. Koolainga, Rajpur, Biritola, Himiripu Bhagapali, Panchamahal, Tasaldihi, Chattampar, Bartankala, Jhariapali.

Opening a new Railway Station at Bari-Thangada between Byree and Dhanmandal Railway Stations (S. E. Railway)

5882. SHRI ANADI CHARAN DAS: Will the Minister of RAILWAYS be pleased to state whether Government have any proposal to open a new Railway Station at Bari-Thangada in between Byree and Dhanmandal Railway Stations of South Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): Yes, a proposal to open a train halt at Barithengarh between Byree and Dhanmandal stations on the South Eastern Railway is under examination.

पहाड़ी क्षेत्रों में रेल लाइनें बिछाने के लिये सर्वेक्षण

5883. **श्री नरेन्द्र सिंह बिष्ट** : क्या मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार ने पहाडी क्षेत्रो मे रेले चलाने के सम्बन्ध मे कोई दल सर्वेक्षण के लिए भेजे हैं,

(ख) यदि कोई दल हीं भेजे गये है तो क्या निकट भविष्य मे सरकार का विचार पहाड़ी क्षेत्रो मे ऐसे दल भेजने का है, और यदि नही, तो इन पहाडी क्षेत्रो मे कोई सर्वेक्षण किये बिना ही रेल गाडिया चलाने सम्बन्धी कोई योजना सरकार के विचाराधीन है,

(ग) यदि हा, तो यह प्रस्ताव कब तक स्वीकार कर लिया जायेगा; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हा । जम्मू और काश्मीर, हिमाचल प्रदेश, असम, उड़ीसा और त्रिपुरा राज्यों मे, जहां न्यूनाधिक पहाड़ी क्षेत्र पडते है, महत्वपूर्ण नयी लाइनो के लिए सर्वेक्षण किये जा रहे है ।

(ख) से (घ). सर्वेक्षण कराये बिना नयी लाइनो का निर्माण सम्भव नही है । जहा तक उपर्युक्त 'क' मे उल्लिखित राज्य मे नयी लाइने बनाने का सम्बन्ध है, सर्वेक्षणो के पूरा हो जाने और उनकी रिपोर्टों की सभी दृष्टि से जाच कर लेने के बाद इन प्रस्तावो पर आगे विचार किया जायेगा ।

पहाड़ी क्षेत्रों के लिए रेलें

5884. **श्री नरेन्द्र सिंह बिष्ट** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उन्हें या उनके मत्रालय को पहाडी क्षेत्रो की जनता की ओर से बार-बार यह माग की जा रही है कि पहाडी क्षेत्रो मे भी रेल चलाई जाये, और

(ख) यदि हा, तो सरकार ने इस दिशा मे अब तक क्या कदम उठाये है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) . (क) जी हा ।

(ख) इस समय नयी लाइनो के लिए जम्मू और काश्मीर, हिमाचल प्रदेश, असम, उडीसा और त्रिपुरा राज्यो मे सर्वेक्षण किये जा रहे हैं जहा अधिकतर पहाडी भूभागो का सामना करना पड रहा है । इन सर्वेक्षणो के

पूरा हो जाने और उनकी रिपोर्टों पर सब पहलुओं से विचार हो जाने के बाद इन लाइनों के निर्माण के प्रस्तावों पर आगे विचार किया जायेगा ।

Drought Relief Measures on Major and Medium Irrigation Schemes

5885 SHRI S R DAMANI Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the broad outlines of works carried and as a drought relief measure on major and medium irrigation schemes in the country in the current year,

(b) the number of people who found employment thereunder and the amount spent on them as wages and

(c) the permanent benefits likely to result from these works?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) to (c) Information is being collected and will be laid on the Table of the House

Conversion of Miraj-Latur Narrow Gauge Line into Broad Gauge as Scarcity Relief Measure

5886 SHRI ANNASAHEB GOTKHINDE Will the Minister of RAILWAYS pleased to state

(a) whether the Prime Minister has announced the sanctioning of the work of converting the Miraj-Latur narrow gauge line into broad gauge line as scarcity relief work

(b) the broad outlines of the works that would be taken up immediately

(c) whether the work on the tract between Miraj and Sangola will be taken up simultaneously; and

(d) if not, the reasons therefor and the date when that work is likely to be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) In his statement made by the Minister on 26th February, 1973, it was, *inter alia*, mentioned that earthwork on the Miraj-Latur section will be taken up as a measure of drought relief

(c) and (d) This is already covered in the section from Miraj to Latur

New Railway Lines proposed for Fifth Five Year Plan

5887 SHRI S M SIDDAYYA Will the Minister of RAILWAYS be pleased to state

(a) what are the new Railway lines that are proposed to be taken up in the Fifth Five Year Plan in each of the zones in the country, and

(b) whether the regional imbalances will be taken into consideration in fixing the priority?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) A decision about the new lines likely to be taken up would be taken during the formulation of the proposals for the 5th Plan keeping in view all aspects of economic development of the country

Ad hoc Assistance to Orissa for Completion of Medium Irrigation Projects

5888 SHRI DEVENDRA SATPATHY Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Government have received any request from the Government of Orissa for *ad hoc* assistance

for speeding up the work for completion of incomplete Medium Irrigation Projects and for starting new projects; and

(b) if so, the names of such projects and the amounts of money allotted to each project for 1972-73 and 1973-74?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b) The Government of Orissa have been urging that special central assistance outside the State Plan framework may be provided to them for irrigation projects in their State The question of providing such assistance for six medium irrigation projects namely Salia, Ghodahado, Bahuda (Stage I), Uttei, Baghua and Dahuka, as well as the Mahanadi delta project whose accelerated construction can help to create significant additional irrigation potential in the next three years is being looked into by the Planning Commission

Arrangements made for the Transportation of Foodgrains from Ports of Arrival

5889 SHRI ERASMO DE SEQUEIRA Will the Minister of RAILWAYS be pleased to state what are the arrangements made by the Railways with reference to each port of arrival for speedy clearance of foodgrains expected to arrive from February 1973 onwards in terms of number and capacity of wagons allotted, monthwise, for the purpose from each port for February, March, April and May 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) Wagon supplies for movement of imported foodgrains are arranged in item 'b' priority according to the programme of wagon requirements received from the Ministry of Agriculture every month based on the anticipated arrival of foodgrains at different ports. The daily wagon quotas fixed during February and March, 1973 were as under:—

	Broad Gauge	Metre Gauge
February '73	220	50
March '73	355	165

As movement of imported foodgrains from Ports is arranged on a very high priority, there is normally no difficulty in arranging expeditious clearance

Extension of Railway Line upto Manipur

5890 SHRIMATI JYOTSNA CHANDA Will the Minister of RAILWAYS be pleased to state

(a) whether Government propose to take up survey work for extension of railways upto Manipur in the Fourth Plan, and

(b) if not in the IV Plan, whether Government propose to consider including it in the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI). (a) and (b) Preliminary Engineering-cum-Traffic Surveys for extension of a M.G. line from Silchar to Jirighat are already in progress. However further consideration to this proposal will be given after the survey is completed.

Complaints from Member of Parliament Regarding Mis-Management in F.C.I.

5891. SHRI CHANDRA SHAILANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to the editorial in the 'Times of India' dated the 13th March, 1972 under the caption "Cherry Prospects" stating that Managerial inefficiency is clearly to blame for mismanagement in the Fertilizer Corporation of India;

(b) whether Government have also been receiving such complaints from the Members of Parliament; and

(c) if so, the list of the complaints and the action taken in the matter so far?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH). (a) Yes, Sir

(b) and (c). Certain complaints have been received in this regard with the suggestion that the top management of the Fertilizer Corporation of India should be changed in the interests of efficiency. These are under examination.

Multipurpose Barak Project

5892. SHRIMATI JYOTSNA CHANDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress made on Multipurpose Barak Project; and

(b) if no progress has been made uptill now, whether Government propose to take up this Project soon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The project report of the Barak Dam at Bhubandhar site has been prepared by the Central Water and Power Commission and forwarded in the State Government of Assam in April, 1972. The State Government have reported that matters relating to the population affected land submerged etc. are yet to be discussed by them with Manipur State Government for finalising the project proposals Thereafter, the scheme is to be processed for obtaining the approval of the Planning Commission, for its implementation as a part of the State Plan.

सिंचाई और विद्युत मंत्रालय में हिन्दी कार्य के लिए स्वीकृत पद

5893. **श्री ईश्वर चौधरी** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय मे हिन्दी कार्य के लिए कुल कितने पद स्वीकृत है,

(ख) क्या इन सभी पदो पर नियमित नियुक्तिया की गई हैं; और

(ग) यदि नही, तो हिन्दी कार्य के लिए स्वीकृत पदो पर की गयी नियुक्तियो को नियमित करने के लिए विलम्ब को रोकने के लिए क्या कार्यवाही की गयी है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविंद वर्मा) . (क) दस ।

(ख) और (ग)। छः पद नियमित रूप से भरे गये है । शेष पद, इस समय, तदर्थ रूप मे भरे हुए है । इनके लिए भर्ती-नियमो को अंतिम रूप देये जाने के तुरत उपरांत, इन्हें नियमित रूप से भरा जायेगा ।

केन्द्रीय जल तथा विद्युत आयोग के कार्य अध्ययन एकक में काम कर रहे कर्मचारी

5894. **श्री ईश्वर चौधरी** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि केन्द्रीय जल तथा विद्युत् आयोग के कार्य अध्ययन यूनिट में कितने कर्मचारी है और उनके लिए क्या योग्यताये निर्धारित की गयी है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : अपेक्षित सूचना संलग्न विवरण मे दी गई है ।

विवरण

पद का नाम	पदो की संख्या	योग्यताएं
उप-निदेशक (इंजीनियरी)	एक	कार्य-अध्ययन एकक मे कार्य करने वाले अधिकारियो के लिए कोई विशिष्ट योग्यताएं निर्धारित नही की गई है । बहरहाल, आवश्यकतानुसार उपनिदेशक/कार्यकारी अभियंता के पद के अभियंता को एकक-प्रमुख के रूप मे नियुक्त किया गया है ।
प्रवर व्यवसायिक सहायक (सांख्यिकी)	एक	प्रवर व्यवसायिक सहायक और दो सहायक, जिन्हे कार्य-अध्ययन संबंधी पद्धतियो का प्रशिक्षण दिया गया है, उनकी सहायता करते हैं ।
सहायक	दो	

सिंचाई तथा विद्युत मंत्रालय में राजभाषा अधिनियम को कार्यान्वित करने के लिये की गई व्यवस्था

5895. **श्री यमुना प्रसाद मंडल** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि .

(क) उनके मंत्रालय में राजभाषा अधिनियम को कार्यान्वित करने के लिए क्या व्यवस्था की गई है;

(ख) इसके लिए कितने पद मंजूर किये गये है और उन पदो पर अब तक कितनी नियमित नियुक्तियां की गई है;

(ग) क्या हिन्दी अधिकारी तथा अनुवादको के कई पदो पर उचित रूप से चयन द्वारा नियमित नियुक्तिया नही की गई है, और

(घ) यदि हा, तो ऐसी अनियमितताओं को दूर करने के लिए क्या कार्यवाही की गई है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) (क) राजभाषा कार्यान्वयन-अधिनियम के प्रावधानो के अनुसार मंत्रालय के कार्य मे हिन्दी का प्रभागी प्रयोग किया जा रहा है । एक पूर्ण हिन्दी अनुभाग की स्थापना की गई है । मंत्रालय मे प्राप्त हिन्दी पत्रों के उत्तर हिन्दी मे भेजे जाते हैं । सब संकल्प, अधिसूचनाए, प्रशासन-रिपोर्ट आदि अंग्रेजी के अलावा हिन्दी में भी प्रकाशित की जाती है । सरकारी कामकाज मे हिन्दी का प्रयोग करने के लिए कर्मचारियो को प्रोत्साहन दिया जाता है । इस सम्बन्ध मे हुई प्रगति की समीक्षा मंत्रालय मे स्थापित राजभाषा कार्यान्वयन समिति द्वारा समय समय पर की जाती है ।

(ख) दस पद मंजूर किये गये हैं, जिनमें से छ: पद नियमित आधार पर भरे गये हैं।

(ग) हिन्दी अधिकारी का पद नियमित आधार पर भरा गया है, परन्तु संबंधित पदधारी इस समय किसी दूसरे कार्यालय में डेपूटेशन पर गये हुए हैं। परिणाम रिक्त स्थान तदर्थ आधार पर भरा गया है। भर्ती नियमों को अन्तिम रूप दिये जाने के समय तक हिन्दी अनुवादक वर्ग-I और हिन्दी अनुवादक वर्ग-II के पद तदर्थ । पर गये है। आधार पर भरे गये हैं।

(घ) भर्ती नियमों के अधिसूचित हो जाने पर हिन्दी अनुवादक के पदों पर नियुक्तियां नियमित आधार पर करदी जाएगी।

Recommendations of Work-Study Unit of C.W. and P.C.

5896. SHRI YAMUNA PRASAD MANDAL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) What are the recommendations of the Work-Study unit for C.S.M.R.S. and other sections and directorate of C.W. and P.C., and

(b) how much time was taken by the W.S. Unit for studying each section and directorate during 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The information is contained in the Statement laid on the Table of the House. [*Placed in Library. See* No. LT-4705/73].

Work-Study Unit of C.W. and P.C.

5897. SHRI YAMUNA PRASAD MANDAL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what are the strength and duties of the Work-Study Unit of C.W. and P.C.; and

(b) how many Directorates/sections have been undertaken for the study during 1972-73 and what is the outcome?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). A statement giving the requisite information is attached.

STATEMENT

1. STRENGTH OF THE WORK-STUDY UNIT

Deputy Director—1 (One)

Senior Professional Assistant (Statistics)—1 (One)

Assistant—2 (Two)

2. DUTIES OF THE WORK-STUDY UNIT:

(i) Study of the organisational structure, methods of work and procedure with a view to suggesting measures for reform so as to improve the efficiency of the Organisation.

(ii) Study of staffing of the establishments under the Commission with a view to suggesting economy in staff consistent with administrative efficiency.

(iii) Evolving standards of performance and norms of work relating to job peculiar to the Commission.

3. NUMBER OF DIRECTORATES/SECTIONS EXAMINED BY WORKS STUDY UNIT DURING 1972-73.

The work study of a total number of 13 Directorates/Sections of the Central Water and Power Commission was undertaken during 1972-73.

4. OUTCOME OF THE RECOMMENDATIONS OF THE WORK-STUDY UNIT.

The Works Study Unit has recommended creation of a number of posts in the CW&PC. These are under consideration.

Conversion of Metre Gauge Line from Bongaigaon to Gauhati into Broad Gauge

5898. SHRI BISWANARAYAN SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of metre gauge line into broad gauge lme from Bongaigaon to Gauhati has been finalised;

(b) if so, whether survey has been made; and

(c) when the construction will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Conversion of the Bongaigaon-Gauhati M G. to B. G section has been included in the Railways' Perspective Plan on gauge conversion The Engineering and Traffic Surveys for this conversion have been completed and the reports are now being examined. An Economic Study has also been carried out. This conversion scheme is under active consideration and a decision will be taken after the reports and Economic Study are examined from all aspects.

पूर्वोत्तर रेलवे में बिना टिकिट यात्रा करने वालों की संख्या में वृद्धि

5899. **श्री सरजू पांडे** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत एक वर्ष मे पूर्वोत्तर रेलवे में बिना टिकट यात्रा करने वालों की संख्या में भारी वृद्धि हुई है;

(ख) यदि हां, तो इसे रोकने के लिए क्या कार्यवाही की गई है; और

(ग) इसके परिणामस्वरूप किस सीमा तक बिना टिकट यात्रा को रोका गया है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) . (क) जी नहीं ।

(ख) ऐसी सामाजिक बुराइयो के विरुद्ध प्रभावी प्रचार-कार्य के अलावा, निम्नलिखित उपाय किये जाते रहेंगे :—

(1) नियमित और अचानक जांच के अलावा, भेद्य खडो मे भारी सख्या मे टिकट जाच करने वाले कर्मचारियो, रेलवे सुरक्षा दल और सरकारी रेलवे पुलिस के कर्मचारियो के साथ रेलवे मजिस्टेटो को तैनात करके बडे पैमाने पर जाच-कार्य किया जायेगा ।

(2) राज्य सरकारो के सहयोग से संयुक्त अभियान चलाये जायेगें ।

(3) दोषी कर्मचारियो को दण्ड दिया जायेगा और अनुकरणीय सेवा करने वालो को पुरस्कार दिया जायेगा ताकि कर्मचारी कारगर ढग से कार्य करे ।

(4) पूर्वोत्तर रेलवे के उत्तरी बिहार वाले भाग मे, बिना टिकट यात्रा के विरुद्ध वरिष्ठ वेतनमान के एक अधिकारी की देख-रेख मे रेलवे सुरक्षा दल के कर्मचारियो की सहायता से, 50 चल टिकट परीक्षको का एक तदर्थ सगठन जोरदार अभियान चला रहा है ।

(ग) बिना टिकट या गलत टिकट लेकर यात्रा करने वाले व्यक्तियों की संख्या 1971 में 1,49,777 से घटकर 1972 में 1,44,489 हो गयी अर्थात् इसमे 3 प्रतिशत से अधिक की कमी हुई ।

12.03 hrs.

PAPER LAID ON THE TABLE

Fifty-First Report of Law Commission

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): I beg to lay on the Table a copy of the Fifty-first Report of the Law Commission on compensation for injuries caused by automobiles in hit-and-run cases.—[*Placed in Library. See* No. LT-4681/73].

PUBLIC ACCOUNTS COMMITTEE

Seventy-nineth Report

SHRI SEZHIYAN (Kumbakonam): I beg to present the Seventy-ninth Report of the Public Accounts Committee on paragraphs relating to Railway Operation, Expenditure etc., included in the Report of the Comptroller and Auditor General of India for the year 1970-71—Union Government (Railways)

UNTOUCHABILITY (OFFENCES) AMENDMENT AND MISCELLANEOUS PROVISIONS BILL

Appointment of Members to Joint Committee

SHRI S. M. SIDDAYYA (Chamarajanagar): I beg to move:

"That this House do appoint Sarvashri K. C. Pant, A. M. Chellachami and Amar Singh Chaudhari to the Joint Committee on the Bill to amend the Untouchability (Offences) Act, 1955 and further to amend the Representation of the People Act, 1951 in the vacancies caused by Shri R. D. Bhandare ceasing to be a member of the House and by the resignations of Sarvashri Subodh Hansda and D. P. Yadav".

MR. SPEAKER: The question is.

"That this House do appoint Sarvashri K. C. Pant, A. M. Chellachami and Amar Singh Chaudhari to the Joint Committee on the Bill to amend the Uutouchability (Offences) Act (1955 and further to amend the Representation of the People Act, 1975 in the vacancies caused by Shri R. D. Bhandare ceasing to be a member of the House and by the resignations of Sarvashri Subodh Hansda and D. P. Yadav

The motion was adopted.

12.05 hrs.

MINES (AMENDMENT) BILL

(i) Appointment of Member to Joint Committee

SHRI A. P. SHARMA (Buxar): I beg to move.

"That this House do appoint Shri Purushottam Kakodkar to the Joint Committee on the Bill further to amend the Mines Act, 1952 in the vacancy caused by the resignation of Shri Balgovind Verma."

MR SPEAKER: The question is:

"That this House do appoint Shri Purushottam Kakodkar to the Joint Committee on the Bill further to amend the Mines Act, 1952 in the vacancy caused by the resignation of Shri Balgovind Verma"

The motion was adopted.

(ii) Extension of Time for Presentation of Report of Joint Committee

SHRI A. P SHARMA: I beg to move:

"That this House do further extend upto the first day of the second week of the next session, the time for the presentation of the Report of the Joint Committee on the Bill further to amend the Mines Act, 1952".

SHRI ATAL BIHARI VAJPAYEE (Gwalior): Why are they asking for extension of time? This is the second time that they are asking for extension.

SHRI A. P. SHARMA: At a sitting held on the 28th March of this Committee, the Minister of Labour and Rehabilitation again requested for time upto 7th April, 1973 to move amendments on the Bill for consideration. It was not possible thereafter to receive amendments from the Members and to consider clause by clause and to adopt the report before the stipulated time, that is, 4th May, 1973. The Committee therefore, decided to ask for extension for the presentation of the Report upto the first day of the next session.

MR. SPEAKER: I am very happy that he did not use that old word.

SHRI ATAL BIHARI VAJPAYEE The explanation given by the Hon Member is not at all convincing.

SHRI A. P. SHARMA: I convince him that there is a further reason. The Committee wanted to submit the report by the 4th of May, But, in the meanwhile, the Coal-mines had been nationalised. On that I raised questions and the Labour Minister wanted more time.

MR. SPEAKER: All right, let me now put it to the vote.

SHRI ATAL BIHARI VAJPAYEE: In the meantime, if another industry is nationalised, then again they will come up before this House and ask for more time. Let them finish with this and then the House may decide about the Coal-mines.

MR. SPEAKER: The question is:

> "That this House do further extend upto the first day of the second week of the next session, the time for the presentation of the Report of the Joint Committee on the Bill further to amend the Mines Act, 1952".

The motion was adopted.

MR. SPEAKER: Now, I call Shri Kiruttinan.

SHRI JYOTIRMOY BOSU (Diamond Harbour): May I make my submission?

MR. SPEAKER. Mr. Bosu, of what stuff are you made of? I advise you to come for your performance after leaving some days. Don't do it everyday. I am worried about your health.

PROF. MADHU DANDAVATE (Rajapur): In the *habeas corpus* petitions, some obstructions are put in the court. This is a very serious matter. Half a second only may be allowed to me.

MR SPEAKER May I tell all of you that I am not going to allow a matter under 377 which can be the subject of a question? You don't put the question, you come with 377. 377 was originally planned that where there is marginal difference between a point of order and the other point, I could allow it Now you are using it as everybody's wife? Don't do it.

Now, Shri Kiruttinan.

12.08 hrs.

RE ALLOTMENT OF FUNDS FOR DROUGHT RELIEF IN RAMANATHAPURAM DISTRICT

SHRI THA KIRUTTINAN (Sivaganja): Mr. Speaker, Sir, I am very thankful to you for having permitted me to raise this vital issue under rule 377. This concerns my district And so, it is my bounden duty to bring this issue to the notice of the Government as also this august House.

During the Fourth Five Year Plan, in Tamil Nadu, Ramanathapuram district and Dharmapuri District were declared as drought—prone districts and two crores of rupees were allotted to each district to meet the drought situation. I understand that this was also raised in the Tamil Nadu Assembly. The Government have proceeded to select only Dharmapuri District

And during the Fifth Five Year Plan they want to do away with Ramanathapuram District and they are going to spend a sum of Rs. 4 crores during this Plan period for Dharmapuri District alone.

This is an injustice meted out to Ramanathapuram This is unfair on the part of this Government and I charge this Government for this wilful discrimination. Mr. Subramaniam, the Industrial Development Minister, hails from that constituency and that is why I feel Government has conspired to spend all the Rs. 4 crores in Dharmapuri District. This should be rectified. I demand that Ramanathapuram district also be declared as a drought-prone district and another Rs. 2 crores should be allotted during the fifth plan for that district.

SHRIMATI V JEYALAKSHMI (Sivakasi) I am also from Ramnad district

MR. SPEAKER You settle it between yourselves

SHRI R. V SWAMINATHAN (Madurai) Sir, I am also interested as I was born in Ramnad district and I agree with the suggestion made by the hon Member that justice should be done to Ramnad District

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12.11 hrs.

RE. ATROCITIES ON HARIJANS IN UTTAR PRADESH

SHRI T. BALAKRISHNIAH (Tirupathi): Sir, I want to draw the attention of the House to the atrocities committed from time to time on the unfortunate Harijans in this country, particularly in U.P. It has been reported in the *Indian Express* dated 29-3-73 that a group of high caste Hindus attached a group of Harijans with firearms and lathis in Soon village in police station Bisend as a result of which a Harijan was killed. In another case, a Harijan woman was raped in the hospital premises by one of the relations of a doctor of the hospital. I want to know what action has been taken by the State Government and the Central Government to protect the interests of Harijans in the country.

12.12 hrs.

RE. ALLEGED MALTREATMENT OF SHRI LALJI BHAI, M.P AT AJMER RAILWAY STATION

MR. SPEAKER: I have received an intimation of a motion of privilege that the hon member, Shri Lalji Bhai was maltreated at a railway station by certain young men. But he is not here now.

श्री अटल बिहारी वाजपेयी (ग्वालियर) : इजाजत दें तो मैं बता दूं । श्री लाल जी भाई पार्लियामेंट की बैठक मे भाग लेने के लिए आ रहे थे । जब वे अजमेर स्टेशन पर पहुचे तो कुछ लोगो ने उन से टिकट मागी । टिकट मागने वाले रेल कर्मचारी नही थे । उन्होने कहा कि आप रेल कर्मचारी नही है, न आप यूनिफार्म मे है, आप को टिकट हम नही दिखायेंगे फिर वे उन को पकड कर टीटी के कमरे मे ले गए । वहा रेल कर्मचारी भी आ गए । रेल कर्मचारियो का उन्हो ने बताया कि मैं पार्लियामेंट का मैम्बर हू । मेरे पास आइडेन्टी कार्ड है । लेकिन उन के साथ दुर्व्यवहार किया गया, उन्हें गालिया दी गई । उन का सूट केस उन से छीन लिया गया और कैश मीमो दिया गया कि इन पर 201 रुपया जुर्माना करिये । जब वे तलाशी लेने लगे सूट केस की तो उस मे से आइडेंटी कार्ड निकला । फिर भी रेल कर्मचारियो ने माफी नही मागी । रेल कर्मचारी सारे मामले पर लीपापोती करना चाहते है । क्या इसलिए कि वह आदिवासी और सीधे सज्जन हैं और संसद् की बैठक में भाग लेने के लिये आ रहे थे ? मेरा निवेदन है

[श्री अटल बिहारी वाजपेयी]

कि यह पार्टी का सवाल नहीं है । हम आम तौर पर रेल कर्मचारियों की शिकायत यहां उठाना नहीं चाहते । लेकिन अगर किसी संसद् सदस्य के साथ इस तरह का व्यवहार हो और उस के मामले में अभी तक कोई जांच न की जाए तो यह बड़ी चिन्ता की बात है । आप सारे मामले को देखिये ।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): I am very sorry that such an incident took place at Ajmer Station. I will certainly look into it and get all the details. If it is found that the railway employees, knowing fully well that he is a Member of Parliament and he has the identity card with him, did not treat him with proper respect, serious action would be taken.

MR. SPEAKER: Two things should be made clear. What was the capacity of these people who were not in uniform? How could they check tickets? Why should such things happen? Secondly, when he told the railway officials that he was a Member of Parliament why did they search his baggage, instead of asking him to show his identity card? This is the fourth or fifth time that such things are happening. I think they take a pleasure in doing such things. Incidents of this nature should be avoided.

12.17 hrs.

DEMANDS FOR GRANTS, 1973-74—*Contd.*

MINISTRY OF INDUSTRIAL DEVELOPMENT AND DEPARTMENT OF SCIENCE AND TECHNOLOGY—*Contd.*

MR. SPEAKER: The House will now take up further discussion and voting on the Demand for Grants under the Ministry of Industrial Development and the Department of Science and Technology. Shri M. C. Daga will continue his speech.

श्री आर० एन० शर्मा (धनबाद) : चार बजे मैं अपने पैरों पर खड़ा हुआ था और मुझे कहा गया था कि इस के बाद मेरा भाषण होगा ।

अध्यक्ष महोदय : पैरों पर खड़ा होने की बात नहीं है ।

श्री आर० एन० शर्मा : 3 बजकर 50 मिनट पर हमें समय दिया गया । चार बजे हाउस दूसरे बिजिनेस के लिए एडजर्न हुआ ।

अध्यक्ष महोदय : आप तो नही थे । क्या किया जाए ? अब तो गाड़ी निकल गई है । और किसी गाड़ी पर चढ़ियेगा ।

श्री मूल चन्द डागा (पाली) : देश में गरीबी हटाओ के नारे के साथ उत्पादन बढ़ाओ का नारा भी होना चाहिये । जब तक गरीबी हटाओ के नारे के साथ उत्पादन बढ़ाओ का नारा कामयाब नहीं होगा देश मे गरीबी नही मिट सकती । इस के लिए औद्योगिक विकास करना होगा और इस के लिये देश मे जितने साधन हैं उन सब का उपयोग करना होगा ।

आज देश के अन्दर सरकारी उद्योग हैं, गर सरकारी उद्योग हैं और मिश्रित उद्योग हैं । एक पालिसी का स्पष्टीकरण होना चाहिये । अगर सरकारी उद्योग मे से देश की दौलत बढ़ती है, देश का विकास होता है तो अच्छी बात है । लेकिन गैर सरकारी उद्योगों को भी हमें बढ़ावा देना चाहिये । हम ज्वायट सैक्टर की बात भी करते हैं । हमारी नीति स्पष्ट होनी चाहिये । श्री पाई ने अभी अभी एक बात कही थी, रीसेंटली एक बात कही थी :

Mr. Pai said that there could be no dichotomy between private enterprise and public enterprise. All enterprises were national enterprises, Mr. Pai said.....He said 'our aim is to reach you quickly so that you in turn reach the masses quickly with abundant material of common consumption at a reasonable cost."

सिद्धान्त की बातों में आप कोई कसर नहीं रखते । नीति की बातें करने में आप बड़े कुशल हैं और होना चाहिये । लेकिन कभी कभी आप की नीति को ले कर अविश्वास की भावना भी कुछ लोगों के मन में पैदा होती है । आर्टिकल 39 यह नहीं कहता कि हम सब को नेशनेलाइज कर दें । वह कहता है : आर्टिकल 39(बी) इस प्रकार है :

"The State shall, in particular, direct its policy towards securing—

(b) that the ownership and control of the material resources of the community are so distributed as best to subserve the common good;"

लेकिन मुझे इस से यह मालूम नहीं हुआ कि हम कितनी इंडस्ट्रीज का नेशनेलाइजेशन करना चाहते हैं । मैं नेशनेलाइजेशन के विरुद्ध नहीं हूं । लेकिन मैं यह जानना चाहता हूं कि इस बारे में हमारी नीति क्या है । स्पष्ट नीति न होने के कारण विभिन्न क्षेत्रों में संशय उत्पन्न होता है । मैं यह नहीं चाहता कि कैपिटलिस्ट्स और मोनोपली हाउसिज को बढ़ावा दिया जाये या अर्थ का केन्द्रीकरण हो । लेकिन आवश्यकता इस बात की है कि सरकार इस बारे में अपनी नीति को स्पष्ट करे । एक लेख में कहा गया है :

"The Government should clearly define the areas of operation of public, joint and private undertakings in terms of economic criteria and, thereafter, allow entrepreneurs to function unimpeded in the areas allotted to them is eminently sensible."

दो दिन पहले एक मंच पर भाषण देते हुए प्रो० एच० एन० मुकर्जी ने कहा कि माइंस का नैशनेलाइजेशन कर देना चाहिए और लोगों ने तालियां बजाईं । कांग्रेस की ओर से एक नीति निर्धारित की गई थी कि हम कहां नेशनेलाइजेशन करना चाहते हैं और कहां नहीं करना चाहते हैं । लेकिन आज-कल कुछ प्रतिशत लोग कहते हैं कि हर एक चीज का राष्ट्रीयकरण कर दिया जाये । इस प्रकार की बातों से देश में एक अविश्वास का वातावरण पैदा हो गया है, जो कि औद्योगीकरण के मार्ग में बाधक सिद्ध हो रहा है ।

अगर हम समझते हैं कि इस देश में प्राइवेट सैक्टर के लिए कोई स्थान नहीं है, तो हमें कैपिटलिस्ट्स से यह कह देना चाहिए कि हमारी अर्थ-व्यवस्था में काला बाजार आदि जो बुराइयां बढ़ रही हैं, उन के लिए वे दोषी हैं, इस लिए हम उन से कोई सहयोग नहीं लेना चाहते हैं । लेकिन हम देखते हैं कि हमारे नेताओं की ओर से उन लोगों को उत्पादन बढ़ाने का आह्वान किया जाता है । और श्री पाई कहते हैं कि प्राइवेट और पब्लिक एन्टरप्राइज के बीच में कोई पारम्परिक संघर्ष या भेद नहीं है । इसी तरह श्रीमती इन्दिरा गांधी ने भी बार बार कहा है कि देश की सब समस्याओं का इलाज राष्ट्रीयकरण नहीं है ।

इसलिए यह आवश्यक है कि हम इस सम्बन्ध में अपनी नीति को स्पष्ट करें । कहा जाता है कि पूंजीपति मुनाफा कमाते हैं । मैं समझता हूं कि हमारे सामने यह सवाल नहीं है । सोशियत संघ में भी यह प्रश्न उठ रहा है कि अमुक इंडस्ट्रीज में घाटा क्यों हो रहा है । क्या हम चाहते हैं कि सारी सब इंडस्ट्रीज में घाटा हो ? इसलिए हमें यह स्पष्ट करना होगा कि अमुक इंडस्ट्रीज का नेशनेलाइजेशन किया जायेगा और अमुक का नैशनेलाइजेशन नहीं किया जायेगा, ताकि सब लोग देश विकास में सहयोग दे सकें ।

[श्री मूल चन्द डागा]

कम्पनीज कानून पास करने के बाद और भारी टैक्सेशन लगाने के बाद हमने जायट सैक्टर की पालिसी अख्त्यार की है ताकि हम कैपिटलिस्ट्स के एक्सपर्ट नालेज और मैनेजमेंट सम्बन्धी योग्यता का लाभ उठा सकें। हमें अपने देश के प्राइवेट सैक्टर में काम करने वाले लोगों को भी पैट्रियाटिक समझना होगा। एक तरफ तो हम उन की निन्दा और आलोचना करें और दूसरी तरफ हम उन से सहयोग मांगें, ये दोनों बातें एक साथ नहीं चल सकती हैं।

श्री टाटा की ओर से सरकार को जो मेमोरेंडम दिया गया है उस में कहा गया है

"Even more significant, only one licence was issued upto December, 1971 to a larger house against 131 applications from them made after the introduction of the new Industrial Licensing Policy on the 18th February, 1970."

औद्योगीकरण के मार्ग में सब से बड़ी बाधा यह है कि सरकार की मशीनरी में बहुत खुटियां हैं। एस्टीमेट्स कमेटी ने अपनी 1971-72 की रिपोर्ट में कहा है :

'The Committee feel that the Directorate Central of Technical Development have an important responsibility to discharge in the matter of planning and assisting in the modernisation of industries, particularly those of traditional nature such as textiles, jute, etc. The Committee consider that one of the reasons why India has not been able to enlarge its exports in textiles is the delay in modernising the industry to keep pace with technological developments. The Committee would, therefore, stress that the Directorate General of Technical Development/Ministry of Industrial Development should, in close consultation with the industry and Development Councils, prepare concrete programme for modernisation of industries, particularly those in the traditional fields and make every effort to meet the requirements of machinery and equipment for modernisation by developing indigenous capacity in the country. Government should extend a helping hand.."

कमेटी ने जगह जगह पर गवनमेंट की मशीनरी की गलतियों का उल्लेख किया है उस ने कहा है

"The Committee are not able to understand how Government could reconcile themselves to a situation where even on paper there is a shortage to the extent of 20,000 to 60,000 tonnes per year between the demand and indigenous availability of soda ash It was only in March, 1971, that the Ministry of Petroleum and Chemicals thought of issuing a Press Release and inviting applications for licences."

कमेटी ने सरकार की मशीनरी के बारे में आगे कहा है :

"The Committee feel greatly concerned that these technical officers who have gathered valuable experience and have the capacity to give guidance to industry should become so paper and routine bound. They would like Government to take immediate action to ensure that the officers of the Directorate General give greater attention to their developmental role."

जब तक सरकारी मशीनरी को टाइट नहीं किया जाता है और जब तक औद्योगीकरण से सम्बन्धित सभी मिनिस्ट्रीज—रेलवे मिनिस्ट्री, फिनांस मिनिस्ट्री और डिफेंस या मैटीरियल सम्बन्धी मिनिस्ट्रीज—का कोआर्डिनेशन नहीं होता है, तब तक इंडस्ट्रियल डेवलपमेंट होना

बहुत मुश्किल है । जहां तक औद्योगीकरण के लिए धन का प्रश्न है, आज स्थिति यह है कि बैंकों के डिपाजिट बढ़ रहे है, लेकिन उद्योग खोलने के लिये लोन नहीं दिये जाते है । "इन सर्च आफ वारोब्रर्ज" शीर्षक के एक लेख में कहा गया है :

"It was natural that at the recent Conference in New Delhi, of Chairmen of nationalised banks with the Finance Minister Shri Y B Chavan, the problem of unutilised funds of the banks should have received so much of attention"

आई० एफ० सी० के चेयरमैन श्री सी० डी० खन्ना, ने राजस्थान में उद्योगों को वित्तीय सहायता देने के बारे में कहा है

I do agree that as regards IFC financing, the share of Rajasthan is very low According to the last Annual Report of the Corporation as against 565 projects worth Rs 397 crores for the country, in Rajasthan only 14 projects have been assisted with a total amount of Rs 17 crores"

यह सरकार की अपनी निकाली हुई किताब है, इस में छोटे उद्योगों को वित्तीय सहायता देने के बारे में कहा गया है

"Lack of adequate finance and credit has always been a major problem of small industries in India"

छोटे धंधों को फिनांस नहीं मिल रहा है, रा मैटीरियल नहीं मिल रहा है।

This is a boklet called '25 years of Progress—Small Scale Industries' and I got it yesterday What does it say

"According to the Team, nearly 80 per cent of the firms analysed provided evidence that critical shortages of materials and components that could only be purchased at higher black market prices made it unprofitable for them to expand"

यह कहते हैं कि ब्लैक मार्केटिंग में आप को सामान खरीदना पड़ता है ।

"... their production to fuller utilization of capacity Another 18 per cent of the firms stated that they could not get additional supplies at any prices Nearly half of the firms which could find it unprofitable to increase production because of the black market prices of raw materials were facing competition with larger firms making similar products and the larger firms were getting allocated inputs at fixed prices' So this is regarding inadequate supply of the required raw materials Further on they say

"Adequate supply of required quality of raw materials both indigenous and imported still continues to be an important problem faced by small industries sector'

This is proved by their own documents It is not my document it is your Department's documents

आप को रा मैटीरियल अवेलेबल नहीं है पैसा है खजाने में तो दिया नहीं जा रहा है। लाइसेंस इतनी दरख्वास्तें देने के बाद भी मिल नहीं रहा है ।

सारे हिन्दुस्तान में एक बात आज बहुत ज्यादा हो रही है । स्मगल्ड गुड्स बहुत आते हैं और करोड़ों रुपये की चीजें आती है । बड़े बड़े साबुन ब्लेड्स और इस तरह की अनेक चीजें स्मगलिंग के जरिए आती है जो करोड़ों रुपये की कीमत की होती है । कास्मेटिक्स और परफ्यूमरी गुड्स जो है उन के बारे में मैं पढ़ रहा हूं

The Commerce of February 10 1972 says

"The perfumery manufactures contend that production of processed foods, toiletries and cosmetics is dependent on good quality perfumery There is also an export market for perfumery goods as also for

[श्री मूलचन्द डागा]

the goods in which perfumery is used. It is therefore wrong to treat the industry as a luxury industry. Many of the units producing perfumery goods are in the small industry sector and the government should re-orient its policy towards the industry so as to provide it with more credit facilities as also meeting its requirements of imports particularly the items in which canalisation has taken place."

करोडो रुपये का फारेन एक्सचेंज हम को मिल सकता है । एक तरफ आप फारेन एक्सचेंज की बात करते है और एक तरफ टुबैको कम्पनी वाले अपने होटल खोल रहे है । इंडिया टुबैको कम्पनी ने अपने तीन होटल खडे कर लिए है ।

तो मैं एक बात कहना चाहता हूं कि आप को रा मैटीरियल अवेलेबल नही है, लोगो के अन्दर आप का विश्वास नहीं है । आप क्वीअर बात नही कर सकते और फिर आप कहते है कि इंडस्ट्रीज का डेवलपमेंट होना चाहिए । और इस में लेबरस जो है, लेबर लीडर्स से भी एक बात को आप को कहनी चाहिए कि उन्हे भी उत्पादन बढाने मे सहयोग देना होगा । जो थर्ड आउट कन्ट्री की एकानामी है उस को आगे बढाना है । तो इस सारे का कोआर्डिनेशन होने के बाद और स्पष्ट नीति की घोषणा होने के बाद देश मे नई औद्योगिक जो शक्तिया है उन मे नवीनीकरण आ सकता है अन्यथा नही ।

SHRI B. K. DASCHOWDHURY (Cooch-Behar): Industrial development is really an engine for social development and industrial development does not mean establishment of factories or starting of units here and there It must have a plan in the most regulated manner. No doubt, Sir, for the past few years, the Minister of Industrial Development and the Government of India have been following the policy in a planned manner and with a social objective to curb the monopolists and deliver the goods to the country and the society.

But, I would say, Sir, as a matter of fact, what we find today is that the policy which we had been following all along,—though I cannot say has totally failed,—could not deliver the goods to the society and to the country. If the object is such as to attain these social justice aims by curbing the monopoly, by giving relief to the poor people, then, I must say, it is really a good thing. I feel very happy when the hon. Minister has brought up a new policy beginning from this year, with the intention to have certain ceiling powers, in order to curb monopolies. But the fact remains that out of the policy which we had been following in the past, the monopolists have grown up. I will give some of the figures In 1966 the total capital in the hands of Tatas were 505.36 crores and in 1969-70 it has gone up to Rs. 638 5 crores. The Birlas had in 1966 Rs. 457.84 crores and in 1969-70 this has come to Rs 629.6 crores. So also many others are there. I do not like to refer to all these in detail, but this is the trend that we see. How does this thing happen, Sir?

As a matter of fact the public sector industries or the public sector undertakings have taken all the big projects and the core industries in their hands. But I think it is high time now that Government starts some re-thinking over all these issues, namely, to what extent they should only be confined to the core sectors, to what extent they should also go in in the sphere of domestic producing and articles very much needed by the people. All the disadvantages are to be faced by the Government and all the advantages are being fully shared by these monopoly houses. On the one hand there is recurring loss in respect of our public sector in the core industries and the basic industries and on the other hand these monopoly houses are getting fattened and fattened with more and more of profits. Secondly, Sir, in the process of practising the capitalist economy,

which is being followed by these monopoly houses, it is their policy only to go in for more and more of profits. They come to the Government for licence and then they carry on their business in such a way as to make huge profits. The capitalist ethic is behind all these things, that is, to make money from whatever source it may be, however it may be possible. Money is the only consideration. They don't consider in what manner they get it. They do not mind getting it even by exploiting the suffering of the people, sucking the blood of the people.

I would therefore submit to the Government and to the hon. Minister here that there should be some rethinking on how we can plan our industrial development in the country to what extent we are to go in for the core industries and to what extent we could energise ourselves for producing articles of domestic consumption and articles vitally needed by the people which are important for the country So far as domestic production is concerned, excepting for these core industries, almost the entire portion lies in the hands of the monopoly sector, leading to frequent price rise. They have in their hands full manoeuvrability; they do not produce according to licensed capacity, artificial scarcity condition is being created as a result of which we find that there is great demand and supply is slackening and prices are going up. Whether the Minister has got any machinery to go into and to follow as to why these big monopoly houses are not producing upto the licensed capacity.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM): The complaint has been that they have over-reached the capacity.

SHRI B. K. DASCHOWDHURY: I am thankful to the hon. Minister for referring to the point. In some cases most surreptitiously they produced more But in a majority of cases they do not produce upto their capacity. What action the government likes to take against them. Have the government got the machinery to follow this so that they may go upto their licensed capacity and the production may be upto the Plan level Because on this very planning many other things depend. The government plan and assess the requirements in such a way that upto such and such year if these developments come up to that level this will generate so much employment. It is related both to the question of employment and production One is related to the other. So, it is essential that the Government must have machinery as the hon. Minister referred that in some cases they surreptitiously produced more and putting their production behind the market and arranging a sort of black-market

I have gone through the Report to a certain extent as it has been submitted by the hon Minister and his Ministry These are very good It says that the production is going up No doubt, it is loudable It is also said in comparison to the last year the production has gone up by 7 3 per cent And they say this production could be possible because the power generation would also be increased to 11 per cent. With certain limitations they referred in their Report that power generation increase would be limited to certain areas and overall power shortage is there Agreeing to that fact even then we find that in several parts of the country industries have been closed down or one shift has been closed down due to acute shortage of power What measures the Government likes to take to increase the production upto the Plan level that should be gone into

In the matter of finances the hon. Minister has given almost an elaborate study as to how this IFC and other financial institutions are helpful. They are helpful but they are

[Shri B. K. Daschowdhury]

helpful to whom? If the Ministry of Industrial Development has got no link or relation with the Ministry of Finance so far as this industrial production and commission of licensed industries are concerned, it will be difficult to have an overall control about financial institutions and also to have a planned rate of growth of industrial development in the country. We find that these financial institutions are giving finances more and more only to the private sector and this is limited to the 20 larger houses. This must be made known to the hon. Minister.

In the report, it has been said that Rs. 164 crores of finance has been given between July 1971 and June 1972. The major percentage of even this has gone to the private sector. No doubt, we have a mixed economy policy in regard to industrial development, but if the major portion of these finances is to go simply into the hands of the monopoly houses, how is the social objective in our planned economy and industrial development to be achieved? This is a serious point and I would request the hon. Minister to consider it.

Even with these liberal terms offered by the financial institutions, it was very aptly said by Shri Daga that not much has gone to Rajasthan. I quite agree. There are many other States The hon. Minister may kindly go through the statistics of the total amount released for development of West Bengal industries or for industries to be developed in West Bengal by the financial institutions, IFC, IDBI and the banks. What are the reasons for this inadequate assistance?

I would say that, if necessary, the Ministry of Industrial Development must have co-ordination with the Ministry of Finance so that for advancing the planned economy and industrial development, finances may be given to these industrialists or entrepreneurs. I would not support the big houses or monopoly houses; I am referring to assistance to the small sector, the small private sector, wherever it is necessary to give such assistance.

Coming to small scale industries, it has been said that it is government policy to foster development of the small scale sector and small scale industry. But I do not find adequate provision for helping the small scale industry. Very often when these small manufacturers or small cooperatives go to the financial institutions or banks for assistance, they do not get proper assistance. Certain positive measures should be taken so that, say, a small manufacturer or a small co-operative, with a very small capital, should be able to readily get financial assistance. Some measures must be found out and put into operation to this end.

Here I have in my hand a memorandum of the All India Small Scale Lamp Manufacturers' Association. They are bulb manufacturers. They say that the small scale sector has the largest employment potential, five or ten times that of the big or more sophisticated industries in the manufacture of electric bulbs. I would request the hon. Minister to consider whether it is not desirable to announce a policy whereby at least some reservation or protective right is given to them so that manufacture of bulbs of 5, 10 and upto 100 watts is done in this sector and licences to manufacture these are not given to the big houses or sophisticated industries. By this means, the small scale sector may come up so that they may have a larger employment potential. Financial assistance should also be given. Government should also take up the responsibility of seeing to it that their products get sold to all the public enterprises and to other government sectors or for government requirements. If this is done these people can be helped.

Thirdly, I want to point out another aspect in respect of the small scale manufacturers. My third point is this. It should also be considered, in consultation with the Finance Ministry, whether certain remissions in respect of the excise duty could be given. It is necessary. The financial concession which can give a larger potential of employment is a necessity.

Another aspect of the small scale manufacture is the celluloid comb industry in West Bengal.

MR. SPEAKER: Your time is up.

SHRI B. K. DASCHOWDHURY: Just one sentence.

MR. SPEAKER: It is a very bad habit, not taking notice of the bell and going on like this.

SHRI B. K. DASCHOWDHURY: I am finishing. By the present fiscal policy, the excise duty on the cellulide comb industry has been increased from 89 per cent to 208 per cent. This is a small scale industry coming within the industrial development of the country. I would request the hon. Minister to consider whether it would be possible to have a dialogue with the Ministry of Finance to give certain fiscal relief in the matter of this excise duty on this item.

MR. SPEAKER: Shri Ram Rathan Sharma— not there. Now, Shri Pranab Kumar Mukherjee.

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE): Mr. Speaker, Sir, at the very outset, I should offer you my heartiest thanks for giving me an opportunity to take part in this debate.

Sir, as I sat listening to the discussion and the speeches of various hon. Members, three major trends are visible from the observations of the hon. Members; one is about licensing—certain procedural delays; secondly, the attitude of the Government towards the larger houses, and thirdly, the importance of the small scale sector. In relation to that, the recent industrial policy resolution which was announced on 3rd February, 1973 has also come under discussion.

In this connection, one hon. Member has mentioned that instead of making clear the position of the Government in respect of industrial policy, the new industrial policy which has been announced on the 3rd February, 1973 is practically a repetition of the older one and perhaps, if I remember correctly, he used the word that the Government has tried to "hoodwink" the whole issue and repeated the old ideas. I think he has not made justice to the policy resolution of the 3rd February, 1973. It has been categorically stated in the said resolution that the larger houses will not be allowed to enter into the joint sector in fields in which they are not allowed under ordinary circumstances; under no circumstances will the joint sector be allowed to be used by the larger houses in the field where they are already not working under the general system and under the Government policy.

Secondly, it has been pointed out that there is no improvement in the policy resolution, but perhaps he has failed to note that by accepting the interpretation of the licensing Policy Enquiry Committee, and by accepting Rs. 20 crores as the criterion for larger houses—from Rs. 35 crores—certain more house have been earmarked as larger houses as per this resolution which will help control on monopoly concentration of wealth. These two visible improvements perhaps have not been noticed by the hon. Member who has criticised the industrial policy resolution of the 3rd February, 1973.

Then, it has been pointed out that Government is giving licences to the larger houses or that the Government is giving licences to monopoly houses and they are being allowed to expand. They say that they are being allowed

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to make profit by the Policy Resolution. I do not like to go into the details of each case but I shall quote figures of licences issued to the larger houses so that one can see how they have gone down in these years. In 1969 out of 221 licences issued, only 38 went to the twenty larger houses; that means 17.2 per cent. In 1970 out of 363 licences issued twenty went in favour of those houses, 5.5 per cent. In 1972 while the number of licences issued have increased considerably, that is, 563, the share of the larger houses stood at 10.6 per cent. One cannot say that the larger houses are being patronised in the issue of licences. It is the declared policy of the Government that the larger houses will be permitted to expand or have new investments only within the broad framework of Government policy, and in issuing licences, we are keeping it in view.

It was pointed out that the NIDC is changing its role. In fact one hon. Member took exception and said why it had changed its role from granting loan to the industries for modernisation and rehabilitation and switched over to the job of rendering consultancy services. Mr. Speaker, you will yourself appreciate the valuable service rendered by the NIDC in the consultancy field. During the year under review they undertook sixty cases, not only in India but outside India, in Ceylon, Iran, Nepal, etc., and their services are appreciated by all concerned. Certain other institutions are helping the industries, particularly for modernisation and rehabilitation. The Industrial Finance Corporation, the IDBI, nationalised banks and other institutions are there and if the NIDC also were to do the same job, I apprehend it will be repetition and duplication. In these circumstances, the switch over to consultancy services is a change towards progress.

There was reference, not only on this occasion but on other occasions also, to the shortage of cement. In absolute terms there is no shortage. Since 1968 each year cement production has been increasing. 11.04 million in 1968, 13.62 million tonnes in 1969, 13.91 million tonnes in 1970; and in the year 1972 we expected a production of 17 million tonnes but because of power shortage, the strike that took place in the cement industry and other factories also, production did not reach that target It was certainly more than what it was last year and our expectations are that it would be a little over 15 million tonnes.

13.00 hrs.

SHRI K. GOPAL (Karur): Can you just enlighten us about the demand for the cement?

SHRI PRANAB KUMAR MUKHERJEE: I may tell you that the demand for cement has been increasing. It has been estimated that it is increasincreasing at the rate of 8 per cent a year. In view of this, it has been taken up by the Planning Commission and the Ministry that in order to meet this demand during the Fifth Five Year Plan, we hope to step up the capacity to the extent of 12 million tonnes. I may tell this House that the total production capacity for the cement uptodate is 19.7 million tonnes. In the cement industry, we go upto 90 per cent of its utilisation capacity. During the last three years, our capacity utilisation was 80 to 85 per cent. Now 90 per cent of the capacity would be utilised so as to meet the total requirements of cement. At the end of the Fifth Five Year Plan, the requirement would be of the order of 28.9 million tonnes. Therefore, we have to step up the capacity to the extent of 12 million tonnes more. I can tell you that we have alrealy issued licences—not to the larger houses—to a great extent to the public sector undertakings, States Industrial Development Corporations etc. It is expected that if this is translated into production, then at the end of the Fourth Plan period, we can expect to

have an additional production to the extent of 1.74 million tonnes. And during Fifth Plan period we are in a position to increase the production to the extent of 12 million tons. If the production continues in this way it is expected that, at the end of Fifth Five Year Plan, there may not be any shortage of cement. But, at the same time, there are factors like this which cannot be predicted. If there is power shortage or if there are extraordinary situations like this, it cannot be predicted that production will come up to our estimation.

So far as cement sector is concerned, this is a very important sector—a heavy investment sector—and we should keep this thing in mind that though it is left to the big houses also to come up and though it is left to the private entrepreneurs to come up and though this is a core sector, no new entrepreneurs are coming forward in the cement sector as the rate of return is very small. In view of that, the public sector undertaking, like the Cement Corporation of India, has to play a big role. I may tell the House that they are playing a big role and they are doing their best to utilise the capacity to the fullest extent possible.

In this connection, I may tell you that they have now undertaken six additional projects. We have two cement factories under the Cement Corporation of India which are in production and during the Fifth Plan, many more projects are going to come up.

I would not like to take much time of the House but I would only like to concentrate on another point. That is about regional development. Much has been said about it. It is the policy of the Government of India to develop it equitably and to see that each and every part of India is developed properly. In view of this, certain schemes have already been taken up by the Government of India. It has been pointed out that adequate assistance is not given for development of backward regions. I can give certain figures I.D.B.I. gives assistance to 59 units upto the end of December, 1972 to the extent of Rs. 2,231.75 lakhs. Same is the case with regard to I.F.C.I. They rendered assistance to the extent of Rs. 1,437 lakhs upto the period ending December 1972. 10 per cent subsidy scheme not 15 per cent has been extended to a number of districts The assistance has been increased and it is expected that during the Fifth Plan, some more schemes would come up. By merely establishing a certain industry and by giving licences to establish one or two industrial units in a backward area, the whole problem will not be solved. There should be a strategy of total development of backward areas. Infrastructure should be there for developing industries there. Arrangements should be made to create a climate for self-generating employment. You will admit that the State Governments are to play an impotant role therein. The State Governments should develop the infra structure necessary for developing the backward regions.

In this connection I may tell you that the Industrial Development Ministry has taken the initiative to develop the backward areas.

SHRI B. K. DASCHOWDHURY: You shoul not forget West Bengal.

SHRI PRANAB KUMAR MUKHERJEE: I am not forgetting it. I only say that development of all backward areas is in my view. The rural industries projects scheme is being extended. 10 per cent subsidy scheme is being extended. More and more districts are being taken up under concessional financial assistance from the financial institutions. We have to establish certain suitable institutions to take advantage of these facilities. There are certain schemes for which cent per cent financial assistance was given and certain areas are taking advantage of it. Certain areas are not in position to take advantage of it. So, it is not a question of discrimination. It is a question of adaptability

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and establishing the machinery which should be available to help those areas to come up.

With these words, I thank you again for giving me this opportunity to speak for the first time in this House.

*SHRI A. DURAIRASU (Perambalur): Hon. Mr. Speaker, Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I rise to say a few words on the Demands for Grants of the Ministry of Industrial Development.

At the very outset I would like to point out that in the Annual Report of the Ministry, below the name of the Ministry in English, the Hindi name of the Ministry has been given in English letters. This is contrary to the assurance given to this House by the then hon. Minister of Parliamentary Affairs, Shri Raj Bahalur, in 1970. He had assured this House that, along with the name of the Ministry in English, the Hindi name would be given in Devanagari script, and not in English letters at any cost. But I regret to say that in the Annual Reports of the Ministries as also in all other Parliamentary papers like the Agenda, the Questions, the Answers etc., the Hindi names or the Hindi equivalents are being given in English letters. For example the Hindi name of the Ministry, AUDYOGIK VIKAS MANTHRALAYA is given in English letters. I voice my strong objection to this kind of indirect imposition of Hindi and also that this is directly contrary to the assurance given to this House. I hope that the hon. Minister Shri C. Subramaniam approaches this question with the same degree of emotional upsurge as he had done some years ago when he submitted his resignation from the Central Council of Ministers on the question of indirect imposition of Hindi on the non-Hindi speaking people. I have my own grave doubts whether he himself understands the meaning of Audyogik Vikas.

I would now refer to the notable new appearance of the Ministry of Industrial Development. As the industrial growth of the country has been showing definite signs of shrinking the industry of Industrial Development has also shrunk in its size and importance. Within one year of assumption of office as the Minister of Industrial Development by Shri C. Subramaniam six public sector undertakings which were under the charge of this Ministry had been taken away from this Ministry. I have also come to know that the rank of the Minister of Industrial Development in the Central Council of Ministers has been lowered. I am not saying this in a humorous vein. I say this in sincere sorrow because you know Sir that I also hail from Tamil Nadu like the Minister of Industrial Development and that the blood is thicker than water.

Before I go to other important points I would in brief refer to the statement of Shri C. Subramaniam which he made about the Samayanallur Thermal Plant during the half-an-hour discussion on March 7, 1973. He expressed his view point that the D.M.K. Government should have acted with some forethought in disposing of the Samayanallur Thermal Plant, which had the installed capacity of 34 MW. I want to inform the House through you, Sir, that this Thermal Plant had the installed capacity of only 14 MW and it could meet only 1 per cent requirement of Tamil Nadu. Then, the cost of generation was very high as compared to Basin Bridge Thermal Plant and Neiveli Plant. In this plant the cost of production was 12.3 paise per unit, while it was 8.8 paise per unit in Basin Bridge Plant and 5.9 paise per unit in Neiveli. On account of such low efficiency and high cost of production, there was an annual loss of Rs. 50 lakhs in this Plant. Even then the D.M.K. Government on its own did not dispose of this plant. As early as 1965, when the D.M.K. Government was not there in Tamil

*The original speech was delivered in Tamil.

Nadu, when neither Arignar Anna nor Dr. Kalaignar Karunanidhi was the Chief Minister of Tamil Nadu Government, when the monopoly of Congress Party was there throughout the country and when the Congress Party was ruling the State of Tamil Nadu, a high-power Committee was constituted to make a thorough enquiry into the economics of this Plant and to suggest ways and means for a thorough overhauling of the plant. On 16th July 1968 this highpower Committee submitted its Report which contained the recommendation that this Plant should be closed. In view of the sound arguments advanced by the Committee for making such a recommendation, the D.M.K. Government had no alternative but to implement this recommendation. It is not as if that the Government of Tamil Nadu led by my party acted on its own in closing down this Plant.

I also wonder how a Plant with a capacity of 14 MW could become a plant with a capacity of 34 MW by the time the hon Minister of Industrial Development reaches from Madurai to Delhi I would even go to the extent of saying that if only the hon Minister of Industrial Development had such inherent talent to produce electric power of this magnitude so quickly, then there would not have been such serious power shortage throughout the country. Dr. K L Rao an eminent colleague of Shri C Subramaniam, has categorically stated that the current power scarcity which is widespread throughout the country is mainly due to the unprecedented failure of monsoon. I would only say that it should not become a habit with the Central Minister that he should show his accusing finger at the DMK Government for even natural calamities.

Sir, with a view to arresting the growing trend of concentration of economic power in the industrial sector, with a view to preventing the concentration of industries in a few hands, the Monopolies and Restrictive Trade Practices Act was enacted and it came into force on the 1st June 1970. During the period of two and a half years that this Act has been in operation, out of the total number of 25,000 companies in the private sector only 853 companies have been brought under the purview of this Act. These 853 companies have net assets of the value of Rs. 4,847 crores, which accounts for about 50 per cent of the aggregate value of the assets of the total number of companies in the private sector. During these 2½ years only 5 companies were refused permission by the Government to expand their activities.

Though during the Fourth Plan period, an outlay of Rs. 24,000 crores has been made for industrial development it is to be highly regretted that the anticipated industrial development has not taken place. It should also be a matter of grave concern that even the installed capacity has not been fully exploited. The annual growth has therefore been much less than the target The plan target for industrial development was 5.6 per cent. But, even according to the statistics of the Government, the rate of industrial growth in 1971-72 was 1.5 per cent, and in 1972-73 it would be between 1.5 per cent to 2 per cent It is authoritatively learnt that during the fourth plan period from 1969 to 1974 the rate of industrial growth would be just 3.5 per cent and not more than that. I should say that the main reason for this kind of miserable performance is the irregular implementation of incorrect licensing policy. The licensing policy gets distorted every time the incumbent of the Ministry changes. If one Minister of Industrial Development liberalises the licensing policy, his successor immediately reverses the trend by putting many restrictions and regulations.

Some years ago the Estimates Committee of this House had recommended that licenses for putting up new units should be given only when the

[Shri A. Durairasu]

existing units had utilised at least 75 per cent of the installed productive capacity. But in 1970 on account of the liberalisation policy of the then Minister of Industrial Development innumerable licences were issued in complete disregard of this important recommendation. The industrialists who acquired these licences did not care to set up industrial units. In Appendix V of this year's Annual Report of the Ministry, details of installed productive capacity and actual utilisation of different industries have been enumerated. You will see the performance of 216 industries here. Out of 216 industries more than 200 industries have not utilised even half of the installed productive capacity. If one wants to know the reasons for this and also enquires as to what steps have been taken by the Government for ensuring 100 per cent utilisation of the installed capacity, the Minister will say that these units are in the private sector and his Ministry has not got enough powers to ensure full utilisation of the productive capacity. But, it is well within his reach to stop the issuance of new licences to those industries which have not fully utilised the installed productive capacity. On the other hand, more and more licences have been given to such people.

In 1969, 286 industrial licences had been given to 75 monopoly houses; in 1970, out of 47 industrial licences issued, 20 licences had gone to 20 monopoly houses; in 1971, 114 industrial licences out of 159 licences issued had gone to Tatas, Birlas and such other big industrialists. After giving the licences, what is the use of crying hoarse about undue growth of monopolies in the country? It is inexplicable to me that, when there is such a wide gap between profession and practice, the Ministers have got the gumption to talk about concentration of economic power in the industrial sector and the concentration of industries in a few hands.

Sir, you will be surprised to know that 80 per cent of the total licences issued last year has gone to Maharashtra. 90 per cent of the public sector financial institutions are located in Maharashtra which enables the industrialists of Maharashtra to utilise maximum financial facilities offered by the Government. I need not say that this has led to the inevitable regional imbalance in the matter of industrial growth in the country. I would suggest that some headquarters of these public financial institutions or at least all the branches of these financial institutions should be located in Madras so that the four southern States can try to derive benefits from them.

In Appendix 7 of the Annual Report—page 163—of the Ministry it has been mentioned that under 17 heads our country is in a position to meet the demands of developing countries of the world. As I have my own doubts about this tall claim, I would like to know from the hon. Minister as to how many additional licences have been issued for these 17 industries during the past two years and who are the industrialists in receipt of this bounty from the Government.

Similarly, in Appendix VI of the Report—page 161—information regarding the training courses conducted by the United Nations Industrial Development Organisation in different parts of the world during 1972 has been given. I would like to know from the hon. Minister the number of technically qualified people sent from India to attend these training courses conducted by the UNIDO and in particular the number of technically qualified people belonging to the four southern States who were deputed to attend these training courses.

Before I conclude, I would refer to the system of distribution of essential raw materials for the industries. While some units in some regions are starved out for want of essential raw materials, some others in other regions

enjoy the plentiful supply of raw materials. I will not be far from wrong if I say that this unfortunate situation is mainly due to unimaginative and defective system of distribution of essential raw materials. I would appeal to the hon. Minister of Industrial Development that the distribution of essential raw materials should be entrusted to the State Governments as they are the institutions nearer to the industries and they are aware of the immediate problems of the industries.

With these words, I conclude my speech and I thank you for the opportunity given to me to participate in the debate.

SHRI VASANT SATHE (Akola): Mr Speaker, Sir, I rise to support the Demands for Grants in respect of the Ministry of Industrial Development This is a very important field, Sir, and I would like to invite the attention of the hon. Minister to certain basic points that arise for our consideration

13.21 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The report begins by saying:

> "The Department of Industrial Development is responsible for the promotion of industrialisation of the country by encouraging the orderly development of large, medium and small scale industries, both in the private and in the public sectors."

Therefore, the object of the Department of Industrial Development is to bring about an orderly development—I underline the word 'orderly'—of not only large industries but medium and small scale industries and both of them can be in the private as well as the public sector, if I understand English correctly.

Let us see to what extent we have succeeded in our policy of holding first the concentration of wealth in the hands of a few—growth of monopoly or growth of concentration of wealth Pandit Jawaharlal Nehru, while speaking on the Industrial Policy Resolution, 1956, had said:

> "The public sector was expected to control the strategic points of economy, while the private sector was to develop within the prescribed limit. Further, as far as the private sector is concerned, the development of private sector (a) should result in social gain and (b) uninhibited growth of production should not result in accumulation of wealth and economic power in individual hands."

The basic principle was that, while the capital resources in the private sector should be utilised in the development of the country's economy, the profit that accrued in this sector should be utilised in the interest of the community and not for the purpose of promoting concentration of economic power in a few hands.

Then, in 1960, Pandit Jawaharlal Nehru had to ask this question. 'Where has this money gone?', and appointed a committee well known as Mahalanobis Committee to go into this question as to where had the money gone That Committee came out with the report that this money had gone in the hands of about 200 houses and later on it was estimated by the Wanchoo Committee that the black money was to the tune of about Rs. 7,000 crores.

This year, in the Economic Survey, we are told that the national income has increased from Rs 13,200 crores in 1961-62 to Rs. 19,200 crores in 1971-72. The national income has increased by 45 per cent, but the per capita income increased from Rs 308 to Rs. 348, as compared to 1961-62, hardly by about 13 per cent. Where has this money gone? You ask this question again in the Year of Grace, 1973, and the answer is that this 30 per cent money has gone in the form of black money underground into the hands, again, of that limited sector whose

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per capita income is above Rs. 1,000, who are 0.3 per cent in the country. What is the use of saying that the object of our industrial policy is to bring about a balanced growth, to check concentration of wealth, to stop monopolistic tendency, when Plan after Plan you discover that the same question has to be posed again? You began by saying all those things and at the end of the First Five-Year Plan you asked the question, 'Where has the money gone?'. We started with the beautiful concept of mixed economy where we do the donkey's work in the public sector and produce the infra-structure, the raw materials, steel, coal, cement, fertilisers, etc., and they, in the private sector, produce the end product where they get the profit. At the end of the First Five Year Plan, you asked the question, 'Where has the money gone?' First time, it can be said to be a mistake.

In the Second Five Year Plan, you ask the same question—where the money has gone? When you do it twice, be called a blunder. But at the end of the Third Five Year Plan and now in the Fourth Five Year Plan, if you ask the same question, 'Where the money has gone?', it is no more blunder, it becomes a deliberate act of inaction and that deliberate misconception lay in our whole concept of this mixed economy. This is an unmixed unmitigated evil. You left the entire consumer goods industry to the private sector. They make the real profits. They make the end products and there I ask the question: where is the real net value added or the real net surplus and where is more capital formation taking place? After all the nationalisation of banking and after all the increase in public sector investment, 86 per cent and more of the net value added is still in the private sector and you know the public sector investment has grown and according to the figures of the Government of India in the First Plan, it was 48.4 per cent in the public sector and in the private sector it was 53.6 per cent. In the Second Plan, it was 54.75 in the public sector and 45.25 per cent in the private sector and in the Third Plan—it was 60.6 per cent in the public sector and 39.4 per cent in the private sector and in the Fourth Plan it is 65.6 per cent and private sector 34.4 per cent. In spite of this lower investment in private sector, how is it that the rich are still becoming richer? How is it that the money concentration, all that you put in in the form of deficit financing all that you put in the form of surplus, all that you put in in the form of agricultural growth and subsidies and all that and in the public sector investment, how and where does it get mopped up? It gets mopped up in the hands of these few who have the real commanding heights. You are only talking of commanding heights. You are on the heights all right but not commanding. Your commands are not obeyed by anybody. You have no capacity to see that your commands are implemented It would be better if you come to the commanding fields instead of remaining at the so-called commanding heights. Then you will get some results. Unfortunately, we cannot do that because of this whole wrong, basically wrong concept of mixed economy. You may break your head. I tell you that this economic jargon with all your so-called fine concepts, will not be of much avail now you have discovered a new thing—from mixed economy to joint sector. You think you are discovering something new? You have always been having a joint sector serving in this country. But what has that resulted in? Now this joint sector concept will be a partnership with corruption because the whole capitalist concept is based on corruption based on capital accumulation in the hands of a few for private profit motive. They will use all their wealth to corrupt other sources, corrupt your politics, corrupt your civil servants, corrupt your entire machinery. That is the malady.

They call it 'business'. They say it is 'dhanda'. We know what is the philosophy of capitalist. Their philosophy is that everything is for sale including your soul and the soul is the first victim and once that becomes a victim then, as the song goes:

यहां हर चीज बिकती है, बोलो जी, तुम क्या क्या खरीदोगे ?

लालाजी, तुम क्या क्या खरीदोगे ?
बोलाजी तुम क्या क्या खरीदोगे ?
यहा हर चीज बिकती है ।

Wherever that philosophy is ruling, in that country there is no social progress and there is no salvation in the exploitary capitalist structure.

Therefore, when you talk of controlling the industry, a point I want to mention is that you talk of checking monopolistic growth. What did happen? Eight business houses I need not name them, but, if you like I will. They are: Tatas, Birlas, Martin Burns, Bangurs, Thapar, Surjmal Nagarmal, Mafatlal and ACC Their real assets grew from Rs. 1597 crores to Rs. 2085 crores in three years—from 1966-67 to 1969-70.

After that, at the rate of growth of ten percent, you say, you have taken action in restraining and in controlling the monopolists. Whom are you deceiving, Sir? Let us introspect; let us realise this, we are not deceiving anybody else but ourselves. Therefore, as far as control of monopoly houses is concerned, I have said that unless you give up this concept of mixed economy, you will not be able to achieve the desired goal. You shall have to order what will be produced, and that must be the priority goods and consumer goods needed by the maximum number of our people in the country.

What about the regional imbalances? You have said that you have selected 227 backward districts. How many licences have you given? In 1971-72 you have given licences 626 and letters of intent 1015 In 1972-73 you have given 877 industrial licences and 563 letters of intent. Tell me how many of these are in the backward areas? Can you name them? How many of these are actually in these so-called 227 backward districts, Sir? 80 licences were given in 6 months, that is, letters of intent and licences put together The industrial licences were 43 and letters of intent were 37 and this is for Maharashtra. You know what happened. All of them without exception have been located in the Bombay-Poona track This is what happens to the policy of regional imbalance. There is infrastructure available in Vidarba in places like Akola, Nagpur and Chanda How many industries have you set up there? Have you taken care in this respect so that regional imbalances are removed?

These measures will not help in removing the regional imbalances The most important thing you have to do is to ensure that there is raw material availability to those small-scale industries which you want to establish in the backward areas. The next important thing is that there should be gurantee for marketing With these two things, I tell you, you will be able to solve the problem of regional imbalance as well as production of necessities of this country. We have got very scarce resources in our country For God's sake, don't waste these scarce resources in the form of cosmetics, lipsticks, other kinds of soaps and toiletry, of Lever Brothers, and so on and so forth It is very important to see that none of our scarce national resources get wasted in any manner What is important is that you should see that there is a complete reorientation in this policy of industrial growth We cannot at all progress with this muddle-headed concept of mixed economy. Participation and partnership with the corrupt capitalist sector is not what is required but we should have a complete national sector. No private sector, no

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public sector, but national sector,—this is what is required and this is what should be our aim. With these words I close. Thank you.

SHRI S. L. PEJE (Ratnagiri): I rise to support the Demands for Grants of the Industrial Development Ministry.

Sir, the role of Industrial Development Department is to bring about systematic and uniform and even growth of industrialisation of the country, by encouraging financial assistance, by encouraging development of large and medium and small scale industries, both in the public and in the private sectors. During the last decade many industries both in the private and public sectors have come forward to take advantage of these facilities.

Though there was a set-back to the growth of industry in the year 1970-71 the industries have registered an appreciable growth during the first 2 months of 1972. This was mainly due to cotton textile, heavy chemicals, engineering, cements, mining and transport equipment. This growth rate of 7.3 per cent will not be possible due to the shortage of power and availability of raw-material in the remaining period of this year. Serious and sustained efforts have to be made in order to sustain this rate of growth.

Sir, industries with less than Rs. 1 crore investment are exempted from licences. They are now subjected to registration just to watch the different activities in this particular sector. The total number of letters of intent and industrial licences has increased. Many new entrepreneurs are coming forward to avail of this new opportunity. But these newcomers are mostly concentrated in the already developed areas. So far as my State is concerned all the industries are concentrated in Poona and Bombay Regions. So far as the rest of Maharashtra is concerned the industry is not attracting though financial and other assistance is assured by government. They are reluctant to go to the backward region. I will request the Minister to find out the causes as to why entrepreneurs in spite of concessions and other facilities are not attracted to go to the backward regions? I come from Ratnagiri which is one of the 226 backward districts in the whole of India. Very few industries have come to this region as there is no infra-structure, that is, there should be communication; there should be marketting facilities; there should be availability of raw-material, etc.

Though government have earmarked 10 per cent indigenous and scarce imported raw material for these backward districts it is not available even when this material is imported and canalised through STC. Representatives of the big houses can easily approach STC officials and get the release order but a small newcomer from a backward area cannot afford to come to Delhi or go to Bombay just to get the release order and secure raw-material. That is the main reason. They do not get the raw-material. Top priority should be given to small sector in raw material. That is why these backward districts are not catching up with the rest of the industrial growth of the country. Just now the Deputy Minister for Industrial Development quoted that there is a vast production of cement. The production has gone up from 11 m. tonnes to 17 m. tonnes during the last three to four years. I cannot dispute the fact. But one thing is certain that in taluka and district levels, cement is not available. This is well known to all. For a bag of cement one has to pay more than Rs. 25. And it is available in the black market. This fact must be noted by the Minister when he talks of accelerated production of cement.

Regarding the public sector, it was with a laudable and socialistic approach that Government ventured into the public sector and it was in-

the larger interest of the nation to do so. Nearly Rs. 3,500-4,000 crores have been invested up till now in the public sector. But their performance during the last ten years is not satisfactory. Of course, there are a few exeeptions to this. They are slowly gaining their health. The most important and cardinal aspect of the public sector is its sound economic health. But most of the units have failed to achieve the targets set before them at the time of their birth.

Regarding the joint sector, this is not a new concept in the industrial world. There are many industries, big and small or even small scale industries which are taking assistance directly from government or the institutional financing agencies. What is being done is that Government is collaborating only in financing. Management, marketing, sale of products—these aspects are not effectively controlled. In the appointment of directors, Government must have a say. I would urge upon the Ministry that if we are thinking of the joint sector, we must think also of effectively controlling the whole administration of the joint sector concerned.

Regarding industrial estates, some ten years ago the Government of India directed State Governments to see that in order to give preference to backward areas for development, areas which were neglected up till now, industrial estates should be organised on a cooperative basis. Accordingly, in Maharashtra in many districts industrial estates were organised on a co-operative basis in 1963-64. They were to come into existence by stages. The individual member was to contribute 20 per cent, Government was to contribute 20 per cent and the rest 60 per cent was to come from LIC or other institutional financing agencies in the form of a loan. But if you see the working of these estates established 8 or 9 years ago, they are in the red. Most of them have closed down because there is no raw material and there is no one to look after their grievances. Instead of talking of setting up new industries in the backward regions, I would suggest to Government that these industrial estates established in the co-operative sector should be scrutinised and revived.

Lastly, due to the concessions given by Government, so many people are coming forward to avail of these concessions in the name of fictitious and bogus organisations at the district level. These organisations are also not registered. They are exploiting these concessions.

Secondly, the depots distributing raw materials should be located in the districts and not in State capitals. When raw material is allotted at the State capital, the same is disposed of then and there, with the result that they do not reach the districts for which they are intended. In this way, the raw materials are being misused. I would urge upon the Government to make an inquiry into such matters and take corrective steps. Otherwise, industrial growth of such backward districts will not be achieved as desired by government.

श्री चिरंजीव लाल (सहरसा) : उपाध्यक्ष महोदय, मैं उद्योग विकास मन्त्रालय की अनुदानों की मांगों के समर्थन में खड़ा हुआ। मैं मन्त्री महोदय को बधाई दिये बगैर नहीं

[श्री चिरंजीव झा]

रह सकता, जिन्होंने इस मन्त्रालय को नवीन दिशा दी है, समाजवादी स्वरूप प्रदान किया है। सबसे बड़ी उपलब्धि यह है कि विज्ञान तथा तकनीक के आधार पर इन्होंने उद्योग विकास कार्यक्रम को आगे बढ़ाने का संकल्प किया है और उस रास्ते पर आगे चल चुके हैं। इसी सिलसिले में केन्द्रीय भवन अनुसन्धान संस्थान का भी उल्लेख करना चाहता हूं—जिन्होंने कम समय में, कम साधनों से तथा कम खर्च से भवनों के निर्माण का काम आरम्भ कर दिया है। यह सराहनीय कार्य है। यदि इस तरह के कामों से तथा इसमें जो सफलता मिले, उस आधार पर बड़े पैमाने पर व्यापक रूप में देश में फैलाया जाय तो मकान बनाने में जो कठिनाइयां लोगों के सामने हैं, वे बहुत कुछ हल हो सकती हैं।

श्रीमान्, इसी क्रम में राष्ट्रीय भू-भौतिकी अनुसन्धान संस्थान द्वारा भारत-सोवियत सहयोग के आधार पर प्रथम बार इस प्रायः द्वीप में गहरी भूकम्पी गम्भीर तापमान के अध्ययन का कार्य प्रारम्भ किया गया है। यह भी उत्साहवर्धक प्रयत्न है। इतना ही नहीं, राष्ट्रीय रसायनिक प्रयोगशाला, केन्द्रीय ईंधन अनुसन्धान संस्थान, खाद्य प्राद्योगिकी अनुसन्धान संस्थान, केन्द्रीय चमड़ा अनुसन्धान संस्थान तथा जनधन विवरण बैंक, आदि, अनेकों विज्ञान और तकनीक के आधार पर जो संस्थायें बनी हैं, वे भी बहुत ही सराहनीय कार्य कर रही हैं।

हमारा मन्त्री महोदय से आग्रह हैं कि अगर वे ग्रामीण क्षेत्रों में सुलभ पथ परिवहन के हैतु इस तरह के विज्ञान और तकनीक के आधार पर उन क्षेत्रों में जो साधन उपलब्ध हैं, उसकी जांच करायें और इसी तरह से इस कार्यक्रम को आगे बढ़ायें तो आज जो परिवहन की कठिनाई, खास कर देहाती क्षेत्रों में है, वह दूर हो सकती है। साथ ही उत्तर बिहार के सहरसा जिले और देश के अन्य ऐसे पिछड़े जिलों और क्षेत्रों में उद्योगों की स्थापना के लिये वहां जो साधन उपलब्ध हैं उनकी भी जांच कराई जानी चाहिये। इसके लिये अलग से एक संस्थान की स्थापना की जानी चाहिये, जो इस तरह की जांच करे और लोगों को बताये कि वहां कौन से उद्योग खड़े किये जा सकते हैं।

श्रीमन, देश के अनेक क्षेत्रों में विकास के कार्य हुए हैं। इसमें सन्देह नहीं है, लेकिन उतनी ही सच यह बात भी है कि जो क्षेत्र पहले से विकसित रहे हैं, चाहे वे किसी भौगोलिक दृष्टिकोण से या ऐतिहासिक कारण से हों, लेकिन वे ही क्षेत्र ज्यादा विकसित हुए हैं। जो क्षेत्र पिछड़े थे, वे पिछड़े ही रह गये हैं। महानुभाव, पिछड़े क्षेत्रों में कुछ जिलों को योजना आयोग ने निर्धारित किया है और यह निश्चित किया है कि वे पिछड़े जिले हैं। उनमें विकास का काम तेजी से किया जाय, उसके लिये औद्योगिक विकास मन्त्रालय की ओर से सहायता का भी एलान किया गया है लेकिन तुर्रा यह है कि जो इनका सिलसिला है उस ढंग से तो बहुत पिछड़े हुए क्षेत्रों में भी जो थोड़ा आगे बढ़े हुए हैं, कुछ विकसित हैं उन्हीं को लाभ मिल रहा हैं। जैसा कि उनका कहना है, जहां परिवहन की व्यवस्था नहीं है वहां उद्योग स्थापित नहीं हो सकते, लोग उद्योग स्थापित करने के लिये वहां नहीं जायेंगे जहां बिजली नहीं हैं वहां नहीं जायेंगे, जहां सघन कृषि क्षेत्र नहीं हैं, जहां सघन शिक्षा क्षेत्र नहीं हैं वहां वे नहीं जायेंगे। मैं नहीं समझता अगर यही क्राइटीरिया रखा जाये, इसी तरह की स्थिति रहे तो फिर बह क्षेत्र को जो एक दम पिछड़े हुए हैं, जो गांधीजी के शब्दों में—अन्टू दी लास्ट—सबसे नीचे धरातल पर हैं जहां बिजली नहीं है, जहां परिवहन की व्यवस्था नहीं है वहां कब तक आप पहुंचेंगे। यदि इसी आधार पर छोड़ देंगे तो पता नहीं इस देश का समयवित विकास कभी हो भी सकता है या नहीं। अतः इस सिलसिले में मेरा आग्रह है कि सरकार को स्वतः ऐसे जो निम्नतम स्तर के के पिछड़े क्षेत्र हैं वहां पर आगे बढ़ कर पब्लिक

सेक्टर की ओर से ही लघु उद्योग स्थापित करने की व्यवस्था करनी चाहिए ।

आज बेकारों की फौज दिनो दिन बढ़ती चली जा रही है लेकिन हम उस अनुपात में रोजगार की व्यवस्था नही कर पा रहे हैं—यह एक भयावह स्थिति है । इसकी व्यवस्था बड़े बड़े उद्योग स्थापित करके आप कर सकेंगे, इसकी भी सम्भावना नही है । ऐसा आप नही कर सकेंगे । इसके लिए तो हमे लघु उद्योगो की ओर ही जाना होगा, ज्यादा से ज्यादा उनको प्रोत्साहन देना होगा तभी इस भीषण समस्या का हम समाधान कर पायेंगे । ग्राम उद्योग परियोजना के अनुसार मार्च, 1971 तक एक लाख 33 हजार व्यक्तियो को कार्य दिया गया है 30,100 औद्योगिक इकाइयो को सहायता प्रदान की गई है और 1970–71 मे 26 करोड रुपए के उत्पादन का अनुमान है इस अवधि मे 39,500 व्यक्तियो को उन्नत तथा तकनीकी शिक्षा प्रदान करने का ध्यान भी रखा गया है किन्तु गाधी के इस विशाल देश मे इस आकडे की क्या विसात जहा लाख नही करोडो मे बेकार और बेरोजगार लोग भटक रहे है । ऐसा नही जिनको तकनीकी शिक्षा दी गयी है उन्हे भी रोजी रोजगार मुहैया करा दिया गया है या वे तकनीकी लोग भी शिक्षा प्राप्त करके अपने घर बेकार बैठे हुए है और भटक रहे है ।

मैं मन्त्री जी का ध्यान बिहार की ओर भी खीचना चाहता हूं । बिहार में सौभाग्य से देश के 40 प्रतिशत खनिज इसी के भूगर्भ में समाविष्ट हैं किन्तु इसके बावजूद बिहार के पल्ले हा यह दुर्भाग्य भी है कि वह सबसे पिछड़ा हुआ है, सबसे गरीब क्षेत्र है उद्योग की दृष्टि से, बेकारी और बेरोजगारी की दृष्टि से वहां पर एक लाख व्यक्तियों में केवल 440 व्यक्ति ही उद्योगों पर निर्भर हैं । देश की कुल आबादी की 10.59 प्रतिशत आबादी बिहार में है लेकिन वहां पर देश की कुल भूमि की केवल 5.71 प्रतिशत ही है । देश में आबादी का जो घनत्व है वह 370 व्यक्ति प्रति वर्गमील है किन्तु बिहार में आबादी का घनत्व 691 व्यक्ति प्रति वर्गमील है । बिहार की आबादी के 77 प्रतिशत व्यक्ति खेती पर निर्भर करते हैं । इतना ही नही, जहां देश मे ग्रामीण तथा शहरी क्षेत्र के घनत्व का अनुपात क्रमश: 82.07 : 17.91 है वहां बिहार में वह अनुपात 91.59 : 8 41 है । इन आकडों से स्पष्ट है कि वहां पर कृषि पर कितना बडा बोझ है । फिर भी केन्द्रीय उद्योग वित्त निगम की ओर से बिहार की जो उपेक्षा की जा रही है, बिहार पर जो अनुदार दृष्टि है उसमें सुधार किया जाना चाहिये । केन्द्रीय उद्योग वित्त निगम के इस रुख का प्रमाण यह है कि हमारे देश के औद्योगिक विकास में बिहार का हिस्सा सिर्फ 6 प्रतिशत है जबकि पश्चिम बगाल और महाराष्ट्र का हिस्सा 21 प्रतिशत है । इसने जहा 82 करोड रुपया चीनी उद्योग के लिये सम्पूर्ण देश में दिये हैं लेकिन उसमें बिहार को केवल 90 लाख रुपया मिले है । जहा 1972 तक 526 उद्योगो को 376 करोड रुपये दिये गये है वहा बिहार को सिर्फ 25 उद्योगो को 22 23 करोड रुपये दिये गये है जबकि आबादी के अनुपात में तथा पिछडेपन की दृष्टि से इसे कम से कम 40–45 करोड मिलना चाहिये था । इस प्रकार से बिहार के साथ जो व्यवहार होता है वह अनुचित है और उसको दूर किया जाना चाहिये । मन्त्री महोदय को इस ओर ध्यान देना चाहिये ताकि बिहार भी अपने खनिज एवं प्राकृतिक साधन और जनशक्ति के आधार पर खडा हो सके और उद्योगो के मामले में भारत का एक विकसित राज्य बन सके । इसकी भी गरीबी दूर हो सके और बेरोजगारी तथा बेकारी मिट सके ।

MR. DEPUTY-SPEAKER: Now, you will please conclude That point has already been made by everybody. There is nothing new.

श्री चिरंजीव झा : मैं मन्त्री महोदय से यह निवेदन करना चाहूंगा कि आज जो लार्ज और लार्जर हाउसेज हैं, उनकी जो स्थिति है और जिस तरह से हमारे देश में गरीबी, पिछड़ापन और लोगों में बरोजगारी है वह बहुत कुछ उन लोगों की नीति से है। तो उस तरफ भी मन्त्री जी का ध्यान जाना चाहिये और उसको नियन्त्रण में लाना चाहिये।

मैं पुनः इस मन्त्रालय के अनुदानों की मांगों का समर्थन करता हूं और आपको धन्यवाद देता हूं जो आपने मुझे अवसर दिया।

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री जियाउर्रहमान अंसारी) : उपाध्यक्ष जी, कब्ल इसके कि मैं इण्डस्ट्रियल डवैलपमेंट की ग्राण्टस पर इस बहस में स्माल स्केल सेक्टर में जो थोड़ी बहुत इण्डस्ट्रियल डिवैलपमेंट मिनिस्ट्री कर सकी है उसका तज़किरा करूं, में इस सदन के उन सारे के सारे माननीय सदस्यों का शुक्रिया अदा करना चाहता हूं जिन्होंने खास तौर पर औद्योगिक विकास में, इण्डस्ट्रियल डवैलपमेंट के सिलसिले में और इस मुल्क को अनएम्प्लायमेंट प्राब्लम को दूर करने के सिलसिले में इस बात पर ज़ोर दिया कि स्माल स्केल इण्डस्ट्रीज़ का डवैलपमेंट ज्यादा तेज़ी से होना चाहिये। मैं इस बात के लिये भी उनका शुक्रिया अदा करना चाहता हूं कि उन्होंने खास तौर पर रीजनल इम्बैलेंसेज़ को दूर करने और बैकवर्ड एरियाज़ को डेवलप करने की तरफ खास तवज्जह दी। मैं उस तश्वीश में, जो तश्वीश उनको, माननीय सदस्यों को स्माल स्केल इण्डस्ट्रीज़ को ज्यादा तेज़ी के साथ डेवलप न करने की वजह से है, उनके साथ शरीक होना चाहता हूं। लेकिन मैं यह सिर्फ अर्ज करना चाहता हूं कि स्माल स्केल इण्डस्ट्रीज़ के डेवलपमेंट के सिलसिले में जो कुछ थोड़ा बहुत इण्डस्ट्रियल डेवलपमेंट मिनिस्ट्री कर सकी है उसके कुछ आंकड़े, उसके कुछ आदाद व शुमार इस हाउस के सामने रखना चाहता हूं। इण्डस्ट्रियल डवैलपमेंट के सिलसिले में और खास तौर पर स्माल स्केल इण्डस्ट्रीज़ के डेवलपमेंट के सिलसिले में जब हमारी नज़र पड़ती है तो जो आंकड़े हमारे सामने हैं—1960–61 में कुल हमारी टोटल रजिस्टर्ड स्माल स्केल इण्डस्ट्रियल यूनिटस 61,000 थी। उसके मुकाबले में जब आज की रजिस्टर्ड स्माल स्केल यूनिटस को देखते है तो यह तस्वीर हमारे सामने आती है कि 2 लाख 81 हजार रजिस्टर्ड स्माल स्केल इण्डस्ट्रियल यूनिटस इस 9 साल के अर्से में इस मुल्क में उभर करके आयीं। यह सही है कि मैं इस डवैलपमेंट को बहुत काफ़ी नहीं समझता हूं। मेरी भी ख्वाहिश है कि इससे और ज्यादा होना चाहिये। लेकिन एक तरह का इत्मीनान होता है कि हम एक सही डायरेक्शन की तरफ़ बढ़ रहे हैं।

14.00 hrs.

उपाध्यक्ष महोदय, इण्डस्ट्रियल डेवलपमेंट का मसला, और खास तौर से स्माल स्केल सैक्टर में इण्डस्ट्रियल डेवलपमेंट का मसला, एक टेढ़ा मसला है और हमारे भाई साठे साहब ने तो बड़ी आसानी से हल कर दिया, बैकवर्ड एरियाज़ के डेवलपमेंट के सिलसिले में बड़ी आसानी से इस मसले को हल कर दिया कि दो चीज़ें दे दो और उसके बाद सारे इम्बैलेंसेज़ खत्म हो जायेंगे और सारी स्माल स्केल इण्डस्ट्रीज़ बढ़ जायेंगी। उन्होंने कहा कि रा-मैटीरियल और मारकेटिंग फ़ैसिलिटी जाये

दो चीजें दे दी जायें तो सारे इम्बैलेंसेज़ मुल्क भर के दूर हो जायेंगे और स्माल स्केल इण्डस्ट्रीज़ डेवलप हो जायेंगी । मैं उनसे डिसऐग्री करता हूं । खाली ये दो चीजें मुल्क में स्माल स्केल इण्डस्ट्रीज़ के डेवलपमेंट के लिये, या बैकवर्ड एरियाज़ के डेवलपमेंट के लिये और रीजनल इम्बैलेंसेज़ को दूर करने के लिये काफ़ी नहीं हैं । जो लोग भी इण्डस्ट्रीज़ के जानकार हैं, वह यह जानते हैं कि इण्डस्ट्री के डेवलपमेंट के लिये रा-मैटीरियल, मशीनरी, क्रैडिट फ़ैसिलिटीज़, इनफ्रा स्ट्रक्चर और उसके साथ साथ टैक्नीकल नो हाऊ, ये पांच मुख्य फ़ैक्टर्स हैं । इनमें से किसी भी एक फ़ैक्टर को अगर हम नैगलेक्ट कर देंगे तो रीजनल इम्बैलेंसेज़ को दूर नहीं कर सकते, और स्माल स्केल इण्डस्ट्रीज़ को जिस तेजी के साथ बढ़ाना चाहते हैं, फ़लाना चाहते हैं, और मुल्क की अनएम्प्लायमेंट की प्रौबलम को सौल्व करना चाहते हैं, नहीं कर सकते हैं ।

इनमें से एक एक आइटम पर जो अभी तक हम कर सके हैं, उपाध्यक्ष जी, उसके ऊपर कुछ अर्ज़ करना चाहता हूं, और यह भी बताना चाहता हूं कि हमारी क्या प्लान्स हैं, क्या हम करना चाहते हैं, क्या हमारा औबजेक्टिव हैं और उस औबजैक्टिव को हम किस तौर पर हासिल करने के लिये क्या क्या कदम उठाना चाहते हैं । उपाध्यक्ष जी, रा-मैटीरियल के जो आंकड़े हमारे सामने हैं उनसे पता चलता है कि स्माल स्केल इण्डस्ट्रीज़ को 1961–62 में इम्पोर्टेड रा-मैटीरियल 16.58 करोड़ रु० की कीमत का स्माल स्केल इण्डस्ट्रीज़ सैक्टर में मिला । उसके मकाबले में 1971–72 में 7.95 करोड़ रु० का इम्पोर्टेड मैटीरियल स्माल स्केल इण्डस्ट्रीज़ सक्टर में दिया ।

मैं दूसरे इंडिजिनस रा-मैटीरियल का जिक्र नहीं करना चाहता, लेकिन जो उनमें से सबसे ज्यादा महत्व का हैं, आयरन और स्टील उसका जिक्र जरूर करना चाहता हूं । 1970 में 1 लाख 68 हजार 370 टनेज़ स्माल स्केल इण्डस्ट्रीज़ को अलाट हुआ । 1972 में 2 लाख 72 हजार 966 टनेज़ स्माल स्केल इण्डस्ट्रीज़ सैक्टर में आयरन और स्टील अलाट हुआ ।

उपाध्यक्ष जी, नेशनल स्माल इण्डस्ट्रीज़ कोरपोरेशन ने जो हायर परचेज़ बेसिस पर मशीनरी दी हैं, उन मशीनरीज़ में 1969–70 में 4.56 करोड़ की इम्पोर्टेड मशीनरी स्माल स्केल इण्डस्ट्रीज़ सैक्टर में दी, और 1971–72 में 10.75 करोड़ की मशीनरीज़ दीं ।

उपाध्यक्ष जी, क्रैडिट फ़ैसिलिटीज़, जो तीसरा अहम मसला है किसी इण्डस्ट्री के डेवलप करने के सिलसिले में, आप जानते हैं, और यह सदन जानता है कि नेशनलाइज़ेशन से पहले जो कमर्शियल बैंक्स थे वह स्माल स्केल इण्डस्ट्रीज़ सैक्टर में बहुत मदद नहीं कर सकते थे । नेशनेलाइज़ेशन से पहले जून, 1969 तक की जो फ़िगर्स हैं उनसे पता चलता है कि हमने 56,983 यूनिट्स को बैंक्स से असिस्टेंस दी, और जिसमें आउटस्टेंडिंग 286 करोड़ रु० का है । लेकिन इसके मुकाबले जून, 1972 में 1,25,067 यूनिट्स को कमर्शियल बैंक्स ने असिस्ट किया और उसमें 597 करोड़ रु०

[श्री जियाउर्रहमान अंसारी]

आउटस्टेंडिंग है। ये फिगर्स मैंने इस खयाल से नहीं दी कि गोया मामला बहुत ज्यादा आगे बढ़ गया है और सारा काम खत्म हो गया है। जो माननीय सदस्यों ने तशवीश की उसमें शेयर करता हूं। लेकिन जो थोड़ी बहुत हमारी उपलब्धियां हैं वे ऐसी हैं कि हम कह सकते हैं कि हमने एक अमली कदम उठाया है, खास तौर से दो, तीन साल के अर्से में।

मैं जिक्र करना चाहता हूं जो फाइनेंसिंग आई है स्माल स्केल सैक्टर्स में स्टेट फाइनेंसिंग कारपोरेशन्स से...

SHRI B. K. DASCHOWDHURY: It is not commensurate with the unit increase in money.

श्री जियाउर्रहमान अंसारी : मैं उसका भी जिक्र करूंगा।

जहां तक ट्रेनिंग और दूसरी सर्विसेज का सवाल है, मेरे ख्याल में ट्रेनिंग भी बहुत जरूरी एस्पेक्ट है। अगर सारे रा-मैटीरियल, सारी डिट फैसिलिटीज और सारी मशीनरी, सब कुछ हम किसी भी आदमी को दे दें, और जबकि हमारा एम्फैसिस इस बात पर है कि हम स्माल स्केल इण्डस्ट्रीज सैक्टर में नये ऐन्टरप्रीन्योर्स को लाना चाहते हैं, तो यह सारी की सारी चीजें दे भी दी जायें, लेकिन अगर उन्हें प्रौपर ट्रेनिंग न हो एन्टरप्रीन्योरशिप की, और जिस इण्डस्ट्री को चलाना चाहते हैं उनकी जानकारी न हो तो सारा का सारा हमारा सपना अधूरा रह जायगा, वह एक खवाब ही रह जायगा और कभी भी हम अपना टार्गेट पूरा नहीं कर सकेंगे। इस सिलसिले में मैं, ट्रेनिंग और दूसरी सर्विसेज के सिलसिले में जो स्माल स्केल इण्डस्ट्रीज सैक्टर ने काम किया है, उसके कुछ आंकड़े मैं आपके सामने रखना चाहता हूं। स्माल स्केल इण्डस्ट्रीज सर्विस इंस्टीट्यूट्स जो हमारे हैं, जिन्होंने मैनेजमेंट डेवलपमेंट की, ट्रेनिंग के सिलसिले में और टैक्नीकल डेवलपमेंट के सिलसिले में, सैल्फ एम्प्लायमेंट ओरियेन्टेड कोर्सेज और इंजीनियर्स, डिफेंस सर्विसेज के जो पर्सोनल्स हैं, मैं ज्यादा आंकड़े नहीं देना चाहता...

MR. DEPUTY-SPEAKER: I would like to know whether all these figures you are giving are not already there in the Annual Report. Are they new figures you are giving? Because, if they are already there, what is the use of repeating them?

श्री जियाउर्रहमान अंसारी : I do not think they are there. Most of them are not there.

Now I am not giving any more figures.

मैं अर्ज कर रहा था, मैं फिगर्स नहीं दे रहा हूं।

स्माल स्केल इण्डस्ट्रीज सर्विस इन्स्टीट्यूट्स ने मुख्तलिफ ट्रेनिंग्ज के सिलसिले में चाहे वह मैनेजमेंट की ट्रेनिंग हो, टैक्नीकल डिवेलपमेंट की ट्रेनिंग हो, सैल्फ एम्प्लायमेंट की ट्रेनिंग हो, काफी लोगों को ट्रेन किया है। इस ट्रेनिंग का एक पूरा सिलसिला हमने किया है। मुझे इत्तिफाक हुआ पटना में एक वर्कशाप में जाने का जहां स्माल स्केल इण्डस्ट्रियल डिवेलपमेंट आर्गेनाइजेशन की तरफ से सेमिनार आर्गेनाइज किया गया था जिस में सारे के सारे जो बाहर के हमारे टैक्नीकल लोग हो सकते थे बैंकिंग से ताल्लुक रखने वाले हों, इण्डस्ट्रीज से ताल्लुक रखने वाले हों, ट्रेड से ताल्लुक रखने वाले हों, सारे

के सारे पूरे के पूरे जोन के एक जगह इकट्ठे किए थे और उन्होंने डिसकस किया था, मुश्तलिफ पेपर तैयार किये थे, क्या क्या प्राबलैम्ज है और उनका किस तरह से हल निकाला जा सकता है। इन सब चीजों से एक फिजा बनाने में, एक एटमासफियर बनाने में, ट्रेड परसनल को आगे बढ़ाने में और उन में हिम्मत पैदा करने में मदद मिलती है।

उपाध्यक्ष महोदय, मैं बड़े अदब के साथ अर्ज करना चाहता हूं कि हमारा जो एजुकेशन सिस्टम है उस में एजुकेशन हासिल कर लेने के बाद खास तौर से हमारे एजुकेटिड यंगमैन सिवाय नौकरी के और कुछ नहीं सोच पाते। एजुकेशन हासिल करने के बाद उनको कहीं नौकरी के लिए ही जाना है, ऐसा वे सोचते हैं।

इस सिलसिले में हमारे नौजवान इंजीनियर और पढ़े लिखे लोगों में जहनी तबदीली लाने की जरूरत है, उनको ट्रेनिंग देने और एक फिजा पैदा करने की जरूरत है। उन में यह भावना पैदा होना चाहिये कि नहीं हम भी इण्डस्ट्रीज लगा सकते हैं और ऐसी भावना पैदा हो रही है। यह एक बहुत महत्वपूर्ण तबदीली आई है उनके सहज जहन में। ट्रेनिंग के अलावा दूसरी मैनेजमेंट कंसटैंसी सर्विसिस हैं, ओपन हाउस डिसकशन्ज हैं, सैमीनार्ज हैं, डिवेलपमेंट प्रोग्राम्ज हैं। इन सब से फिजा को बदलने में काफी मदद मिली है और हम काफी आगे बढ़े हैं।

श्री डी० एन० तिवारी : इनका स्ट्रक्चर और मार्किटिंग के लिए क्या किया है।

श्री जियाउर्रहमान अंसारी : वह भी मैं बताना चाहता हूं। लेकिन एक दूसरी चीज भी है। कुछ प्रोडक्शन स्माल स्केल इण्डस्ट्रीज को प्रोडक्शन के सिलसिले में और परचेजिज के सिलसिले में देना भी बहुत जरूरी है। जहां तक प्रोडक्शन का ताल्लुक है 124 आइटम्ज इनके लिए बिल्कुल रिजर्वड हैं और ये स्माल स्केल इण्डस्ट्रीज में ही बन सकती है। 168 आइटम्ज ऐसी हैं जिन की परचेजिज सिर्फ स्माल स्केल इण्डस्ट्रीज से ही की जा सकती है। डायरेक्टर जनरल सप्लाइज एण्ड डिसपोजल्ज की जो परचेजिज हैं उस में भी काफी इजाफा हुआ है दो साल में और 25 करोड़ से बढ़ कर ये 86 करोड़ पर पहुंच गई हैं।

श्री बी० के० दासचौधरी : लैम्पस के सिलसिले में कुछ कहें।

श्री जियाउर्रहमान अंसारी वैस्ट बंगाल की स्माल स्केल इंडस्ट्रीज के लैम्प प्रोड्यूसर कुछ मुद्दत से मिले थे। उन्होंने मेरी इस तरफ तवज्जह दिलाई थी। वे स्माल स्केल इण्डस्ट्रियल सैक्टर में बल्बज बनाते थे। किसी वजह से बड़ी इण्डस्ट्री को लाइसेंस दिये जाने की वजह से उनकी कैपेसिटी बढ़ जाने की वजह से ये लोग हार्डशिप अनुभव कर रहे हैं और उनका कहना था कि सारे के सारे यूनिट्स बन्द हो रहे हैं। मैं यकीन दिलाना चाहता हूं कि इस पर हम तवज्जह दे रहे हैं और हम किसी भी तरह से स्मालर यूनिट्स को मरने नहीं देंगे, खत्म नहीं होने देंगे।

MR. DEPUTY-SPEAKER: We are behind time now. Why not look towards the Chair, instead of giving elaborate replies to him....

SHRI B. K. DASCHOWDHURY: Let the hon. Minister explain this, Sir. It is very vital.

MR. DEPUTY-SPEAKER: It may be very vital, but he cannot deal with it by giving elaborate replies here. He has to deal it in his office, in his files, orders and that sort of thing.

Now, please conclude.

श्री जियाउर्रहमान अंसारी : मैं तीन चार बातों ही और अर्ज करना चाहता हूं। नई इण्डस्ट्रियल पालिसी के तहत जो हमारा दृष्टिकोण है वह यह है कि जब हम किसी लार्ज स्केल इण्डस्ट्री को लाइसेंस दें तो उस में उनकी जो प्राजैक्ट होगी उस में कितनी एंसिलरीज प्राजेक्ट में शामिल होनी चाहिये, किन किन आइटम्ज को वे खुद प्रोड्यूस करेंगे, यह भी शामिल होना चाहिये। हम यह भी सोच रहे हैं कि भट्ट कमेटी ने जैसे रिपोर्ट की है कि कोई एक ऐसा लैजिस्लेशन होना चाहिये स्माल स्केल इण्डस्ट्रीज को प्रोटेक्शन देने के लिए कि उनको जो प्रोटेक्शन दिया जाता है वह कानूनी शक्ल अखत्यार कर ले ताकि उसकी खिलाफवर्जी न हो सके।

स्माल स्केल इण्डस्ट्रीज का डिवेलपमेंट हम जिन डायरेक्शन्ज में ले जाना चाहते हैं उस में खास तौर से एग्रो बेस्ड स्माल स्केल इण्डस्ट्रीज हैं, एक्सपोर्ट ओरियंटिड लार्ज स्केल की एन्सलरी इण्डस्ट्रीज हैं और डिफेंस ओरियेंटिड इण्डस्ट्रीज हैं। इस सिलसिले में जो भी मदद हम स्माल स्केल इण्डस्ट्रीज की कर रहे हैं, उसको और बढ़ाना चाहते हैं।

बैक्वर्ड एरियाज और बैक्वर्ड डिस्ट्रिक्ट्स की बात भी कही गई है। यह मामला दूसरी जगहों से जरा मुख्तलिफ है। इस वक्त जो फैसिलिटीज बैक्वर्ड एरियाज और बैक्वर्ड डिस्ट्रिक्ट्स को दी गई है, मैं खुद इस बात की तसलीम करता हूं और महसूस करता हूं कि कम हैं। इसको सरकार भी महसूस करती है कि वे काफी नहीं हैं। दस परसेंट की जो सबसिडी कुछ बैक्वर्ड डिस्ट्रिक्ट्स की दी गई है फाइनेंस मिनिस्टर साहब ने अपनी स्पीच में उसको पन्द्रह परसेंट बढ़ाने को कहा है। ये सारे के सारे नेक कदम हैं।

इनफ्रा स्टट्रक्चर डिवेलेप करने के लिए काफी तादाद में इण्डस्ट्रियल एसटेट्स बनाने के जिए भी हमारे पास प्रोग्राम है ताकि इनफ्रा स्टट्रक्चर की कमी की वजह से जो मुश्किल खास तौर से स्माल स्केल इण्डस्ट्री को होती है वह न हो।

आखिर में मैं आपके जरिये इस सदन के सामने सिर्फ एक बात कहना चाहता हूं कि जिस हद तक हम को स्माल-स्केल सैक्टर में बढ़ना चाहिए था, इस में शुबहा नहीं है कि अभी हम उस हद तक नहीं बढ़ सके हैं। लेकिन हमारा यह प्रयास और कोशिश है कि हम उस में तेजी के साथ बढ़ें, क्योंकि मुल्क की डेवेलपमेंट और अनएमप्लायमेंट की प्राबलम का सालूशन उन्हीं स्माल-स्केल इण्डस्ट्रीज को बढ़ाने और तरक्की देने में मुजमिर है।

سکھل انڈسٹریز کے ڈیولپمینٹ کے سلسلے میں جو کچھ تھوڑا بہت ایڈیشنل ڈیولپمینٹ منسٹری کر سکی ہے اس کے کچھ آنکڑے ، عدد و شمار اس ہاؤس کے سامنے رکھنا چاہتا ہوں - انڈسٹریل ڈیولپمینٹ کے سلسلے میں اور خاص طور پر سال سکھل انڈسٹریز کے ڈیولپمینٹ کے لئے جب مختصات تو ہوتی ہے تو جو آنکڑے ہمارے سامنے ہیں 1960-1961 میں کل ہماری ٹوٹل رجسٹرڈ سال سکھل انڈسٹریل یونٹس ہیں ۶۱۰۰۰ ہزار تھیں - اس کے مقابلے میں جب آج کی رجسٹرڈ سال سکھل یونٹ کو دیکھتے ہیں تو یہ تصویر ہمارے سامنے آتی ہے - کہ ۲ لاکھ ۸۱ ہزار رجسٹرڈ سال سکھل انڈسٹریل یونٹس اس نو سال کے عرصے میں اپ کرکے آئی ہے - یہ صحیح ہے کہ میں اس ڈیولپمینٹ کو بہت کافی نہیں سمجھتا ہوں - میری بھی خواہش ہے کہ اس سے اور زیادہ ہونا چاہئیے - لیکن اس طرح کا اطمینان ہوتا ہے کہ ہم ایک صحیح ڈائریکشن کی طرف بڑھ رہے ہیں -

ایادھیکش مہودے - انڈسٹریل ڈیولپمینٹ کا مسئلہ اور خاص طور سے سال سکھل سیکٹر میں انڈسٹریل ڈیولپمینٹ کا مسئلہ ایک تھوڑا مسئلہ ہے - اور ہمارے بھائی سنگھی صاحب نے تو بڑی آسانی سے حل کر دیا ہے - بھکورڈ انڈیاز کے

شری ضیاالرحمان انصاری :

(انڈسٹریل ڈیولپمینٹ منسٹری میں ڈپٹی منسٹر) : ایادھیکش مہودے - قبل اس کے کہ میں انڈسٹریل ڈیولپمینٹ کی گرانٹس پر اس بحث میں سال سکھل سیکٹر میں جو تھوڑی بہت انڈسٹریل ڈیولپمینٹ منسٹری کر سکی ہے - اس کا تذکرہ کروں - میں اس سبھا کے ان سارے کے سارے مانیہ سدسیوں کا شکریہ ادا کرنا چاہتا ہوں جنہوں نے خاص طور پر اڈھوبنگ ورکس میں انڈسٹریل ڈیولپمینٹ کے سلسلے میں اور اس ملک کی انڈسٹرلائزیشن پروگرام کو دور کرنے کے سلسلے میں اس بات پر زور دیا کہ سال سکھل انڈسٹریز کا ڈیولپمینٹ زیادہ تیزی سے ہونا چاہیئے - میں اس بات کے لئے بھی ان کا شکریہ ادا کرنا چاہتا ہوں کہ سال سکھل انڈسٹریز کے سلسلے میں جو کچھ تھوڑا بہت انڈسٹریل ڈیولپمینٹ منسٹری کر سکی ہے کہ انہوں نے خاص طور پر ریجنل امبیلینسز کو دور کرنے اور بھکورڈ انڈیاز کو ڈیولپ کرنے کی طرف خاص توجہ دی - میں اس تشویش میں - جو تشویش ان کو - مانیہ سدسیوں کو سال سکھل انڈسٹریز کو زیادہ تیزی کے ساتھ ڈیولپ نہ کرنے کی وجہ سے ہے - ان کے ساتھ شریک ہونا چاہتا ہوں - لیکن میں یہ صرف عرض کرنا چاہتا ہوں کہ سال

سلسلے میں بڑی آسانی سے اس مسئلے کو حل کر دیا ہے - وہ دو چیزیں دے دو اور اس کے بعد سارے امپیلنسز ختم ہو جائینگے - اور ساری سمال سکیل انڈسٹری بڑھ جائیگی - انہوں نے کہا کہ را میٹریل اور مارکیٹنگ فیسیلیٹیز یہ دو چیزیں دے دیں - تو سارے امپیلنسز ملک بھر سے کالعدم ہو جائیں گے - اور سمال سکیل انڈسٹریز ترقی پذیر ہو جائینگی - میں ان سے دست بدستہ عرض کرتا ہوں کہ خالص یہ دو چیزیں ملک میں مثلاً سکیل انڈسٹریز کے ڈیولپمنٹ کے لئے نہیں ہیں جو لوگ بھی انڈسٹریز کے جانکار ہیں - وہ یہ جانتے ہیں کہ انڈسٹری کے ڈیولپمنٹ کے لئے را میٹریل - کریڈٹ فیسیلیٹیز - انفراسٹرکچر اور اس کے ساتھ ساتھ ٹیکنیکل نو ہاؤ یا یہ پانچ مختلف فیکٹر ہیں ان میں سے کسی بھی ایک سیکٹر کو اگر ہم نیگلیکٹ کریں گے تو ریجنل امپیلنسز کو ختم نہیں کر سکتے - اور سمال انڈسٹریز کو جس تیزی کے ساتھ بڑھنا چاہئے اور ہم پھیلانا چاہتے ہیں - اور ملک کی ان امپلیمنٹ کی پرابلم کو حل کرنا چاہتے ہیں - نہیں کر سکتے ہیں -

ان میں سے ایک ایک آئیٹم پر جو ابھی تک ہم کو سکے ہیں-

ایادھیکس جی اس کے اوپر کچھ عرض کرنا چاہتا ہوں - اور یہ بھی بتانا چاہتا ہوں کہ ہماری کیا پالیسز ہیں - کیا ہم کرنا چاہتے ہیں - کیا ہمارا اوبجیکٹیو ہے اور اس اوبجیکٹیو کو ہم کس طور پر حاصل کرنا چاہتے ہیں کیا کیا قدم اٹھانا چاہتے ہیں - ایادھیکش جی- را میٹریل کے جو انکیرے ہمارے سامنے ہیں - ان سے پتہ چلتا ہے کہ سمال سکیل انڈسٹریز کو ۱۹۷۰-۷۱ میں امپورٹیڈ را میٹریل ۱۱۰۵ روپئے کی امپورٹیڈ را کنسیشن سکیل انڈسٹریز سیکٹر میں دی اس کے مقابلے میں ۱۹۷۰-۷۱ میں ۱۱۰۹۵ کروڑ روپے کا امپورٹیڈ میٹریل بیدل سکیل انڈسٹریز سیکٹر میں اس کے مقابلے میں دوسرے انڈیجینس را میٹریل کا ذکر نہیں کرنا چاہتا لیکن جو ان میں سب سے اہمیت کا ہے آئرن اینڈ سٹیل - اس کا ذکر ضرور کرنا چاہتا ہوں - ۱۹۷۰ میں ایک لاکھ ۶۸ ہزار اور ۳۸۰ ٹنز سمال سکیل انڈسٹریز کو الاٹ کیا گیا - ۱۹۷۲ میں ایک لاکھ ۷۲ ہزار نو سو ۶۸ ٹنز سمال سکیل انڈسٹریز سیکٹر میں آئرن اینڈ سٹیل و الاٹ ہوا -

ایادھیکش جی نیشنل سمال انڈسٹریز کارپوریشن میں نے جو ہائیر پرچیز پرائسز پر مشینری دی ہے ان مشینری میں ۱۹۷۰-۷۱ میں ۴.۵۶

کروڑ کی امپورٹنٹ سبسٹری سمال سکیل انڈسٹری سیکٹر میں دی اور ۱۹۷۱-۱۹۷۲ میں ۱۰.۷۵ کروڑ کی سبسٹری دی -

ایاد محمی جی کریڈٹ فیسلٹیز جو تیسرا اہم مسئلہ ہے کسی انڈسٹری کے ڈویلپ کرنے کے سلسلے میں آپ جانتے ہیں اور یہ سدن جانتا ہے کہ نیشنلائزیشن کے پہلے جو کمرشل بینکس تھے وہ سمال سکیل انڈسٹریز سیکٹر میں بہت مدد نہیں دیتے تھے - نیشنلائزیشن سے پہلے جون ۱۹۶۹ تک کی جو فگرز ہیں ان سے پتہ چلتا ہے کہ ہم نے ۵۹۹۸ برانچس کو بینک نے اسٹیبلش دی اور جس میں آؤٹ اسٹینڈنگ ۸۶ کروڑ روپئے ہے لیکن اس کے مقابلے میں جون ۱۹۷۲ میں 1,25,067 برانچس کو کمرشل بینک نے اسٹیبلش دی اور اس میں ۵۹۷ کروڑ روپے آؤٹ اسٹینڈنگ ہیں - یہ فگرز میں نے اس خیال سے نہیں دیں گویا معاملہ بہت زیادہ آگے بڑھ گیا - اور سارا کام ختم ہو گیا ہے - جو مانیہ ممبرس نے تشویش کی اس میں بے ایگری کرتا ہوں لیکن جو تھوڑی بہت ہماری اچیومنٹس ہیں وہ ایسی ہیں کہ ہم کہہ سکتے ہیں کہ ہم نے ایک عملی قدم اٹھایا ہے - خاص طور سے دو تین سال کے عرصے میں-میں کرنا چاہتا ہوں جو فائیلسنگ ہوا ہے ہمارے سمال سکیل سیکٹر میں - سکیمٹ فائیلسنگ کاریوریشن سے.....

SHRI B K DASCHOWDHURY: It is not commensurate with the unit increase in money.

شری فیاالرحمان انصاری - میں اس کا بھی ذکر کرونگا -

جہاں تک ٹریننگ اور دوسری سروسز کا تعلق ہے میرے خیال سے ٹریننگ بھی بہت ضروری آنٹیپکٹ ہے - اگر سارے ڈائمنشنز سارے کریڈٹ فیسلٹیز اور ساری انسٹیٹیوشنز سب کچھ ہم کسی بھی آدمی کو دے دیں اور جبکہ ہمارا اینٹیسیڈنٹس اس بات پر ہے کہ سمال سکیل انڈسٹریز سیکٹر میں نئے اینٹرپرنیورز کو لانا چاہتے ہیں تو ساری کی ساری چیزیں دے دی جائیں - لیکن اگر انہیں برابر ٹریننگ نہ ہو انٹرپرینیورشپ کی اور جس انڈسٹری کو چلانا چاہتے ہیں ان کی جانکاری نہ ہو تو سارا کا سارا ہمارا سپنا ادھورا رہ جاتا ہے - وہ ایک خواب ہی رہ جائیگا - اور کبھی بھی ہم اپنا ٹارگیٹ پورا نہیں کر سکیں گے - اس سلسلے میں ٹریننگ اور دوسری سروسز کے سلسلے میں جو سمال سکیل انڈسٹریز سیکٹر نے کام کیا ہے اس کے بچھ آنکڑے میں آپ کے سامنے رکھنا چاہتا ہوں - سمال سکیل انڈسٹریز سروس انسٹیٹیوٹ جو ہماری ہیں

جنہوں نے منجمنٹ ٹریننگ کی ٹریننگ کے سلسلے میں اور ٹیکنیکل ٹریننگ کے سلسلے میں سیلف ایمپلائمنٹ کورسز فار انجینیرز کے جو سپرسونل میں ، میں زیادہ آنکڑے نہیں دینا چاہتا ہوں -

MR. DEPUTY-SPEAKER: I would like to know whether all these figures you are giving are not already there in the Annual Report. Are they new figures you are giving? Because if they are already there what is the use of repeating them.

SHRI ZIAUR RAHMAN ANSARI: I do not tink they are there. Most of them are not there. Now I am not giving any more figures.

میں عرض کر رہا تھا کہ میں فگرز نہیں دے رہا ہوں - سمال سکیل انڈسٹریز سروس انسٹیٹیوٹس مختلف ٹریننگز کے سلسلے میں چاہے وہ مینجمنٹ کی ٹریننگ ہو - سیلف ایمپلائمنٹ کی ٹریننگ ہو - کافی لوگوں کو ٹریننگ دیا ہے - اس ٹریننگ کا ایک پورا سلسلہ ہم نے کیا ہے ، مجھے اتفاق ہوا پٹنہ میں ایک ورکر ورکشاپ میں جانے کا جہاں سمال سکیل انڈسٹریز کی ڈویلپمنٹ آرگنائزیشن کی طرف سے سپانسر آرگنائز کیا گیا تھا - میں سارے کے سارے جو بہار کے ٹیکنیکل لوگ ہو سکتے تھے - بینکنگ سے تعلق رکھنے والے ہوں - انڈسٹریز سے تعلق رکھنے والے ہوں ٹریڈ سے تعلق رکھنے والے ہوں - سارے کے سارے پورے کے پورے

زون میں ایک جگہ اکٹھے ہوئے تھے - اور انہوں نے قسمس کیا تھا - مختلف مختلف پیپر تیار کئے تھے کیا کیا پرابلمز ہیں - ان کا طرح سے حل نکالا - اچھا سکتا ہے ان سب چیزوں سے ایک فضا بنانے میں ، ایک ایٹموسفیر بنانے میں ٹریننگ پروسیز آگے بڑھانے میں - اور ان میں ہمت پیدا کرنے میں مدد ملتی ہے -

ایڈمنسٹریشن میں ہمارے میں بڑے ادب کے ساتھ عرض کرنا چاہتا ہوں کہ ہمارا جو ایجوکیشنل سسٹم ہے اس میں ایجوکیشن حاصل کرنے کے بعد خاص طور سے ہمارے ایجوکیٹڈ ایمپلائیڈ سوائے نوکری کے اور کچھ نہیں سوچ پاتے - ایجوکیشن حاصل کرنے کے بعد ان کو کہیں نوکری کے لئے ہی جانا ہے - ایسا وہ سوچتے ہیں- اس سلسلے میں ہمارے نوجوان انجینیرز اور پڑھے لکھے لوگوں میں ذہنی تبدیلی لانے کی ضرورت ہے ان کو ٹریننگ دینے اور فضا پیدا کرنے کی ضرورت ہے - ان میں یہ بھاونا پیدا ہونی چاہیئے کہ ہم بھی انڈسٹری لگا سکتے ہیں - اور ایسی بھاونا پیدا ہو رہی ہے- یہ ایک بہت اہم تبدیلی ہے - ان کے ذہن میں ٹریننگ کے علاوہ دوسری مینجمنٹ کنسلٹینسی سروسز

ھوں - اوپن ھاوس ڈسکشنز ھوں - سیمیناروز ھوں - ٹریننگ پروگرام ھوں ان سب سے فضا کو بدلنے میں کافی مدد ملی ھے - اور ھم کافی آگے بڑھے ھیں -

سری تی این تھولی: انڈسٹریلائزیشن اور مارکٹنگ کے لئے کیا کیا ھے -

شری ضیاالرحمان انصاری : وہ بھی میں بتانا چاھتا ھوں - لیکن ایک دوسری چیز بھی ھے - کچھ پروٹیکشن سمالسکیل انڈسٹریز کو پروٹکشن کے سلسلے میں اور پرچیزیز کے سلسلے میں دینا بھی ضروری ھے- جہاں تک پروٹکشن کا تعلق ھے ۱۲۴ آئٹمز ان کے لئے بالکل ریزرو ھیں - اور یہ سمالسکیل انڈسٹریز میں ھی بن سکتی ھیں ۱۶۸ آئٹمز ایسی ھیں جن کی پرچیزز سمال سکیل انڈسٹریز سے ھی کی جا سکتی ھیں - ٹی - جی - ایس ایکٹ ٹی کی جو پرچیز میں ان میں بھی کافی اضافہ ھوا ھے - دو سال میں ۲۵ کروڑ سے بڑھکر یہ ۸۹ کروڑ پر پہنچ گئی ھیں -

شری بی - کے - داس چودھری : ٹیمپ کے سلسلے میں کچھ کہ دیں -

شری ضیاالرحمان : ویسٹ بنگال کی سمال سکیل انڈسٹریز کے ٹیمپ

پروفیسر کچھ مجھ سے ملے تھے - انہوں نے میری اس طرف توجہ دلائی تھی - جو سمال سکیل انڈسٹریز میں بلب بنائے تھے - اس وجہ سے بڑی انڈسٹریز کو لائسنسز دئے جانے کی وجہ سے اس کی کمپیٹیٹی بڑھ جانے کی وجہ سے یہ لوگ ھارڈشپ محسوس کر رھے ھیں - اور ان کا کہنا تھا کہ سارے کے سارے یونٹس بند ھو رھے ھیں - میں یقین دلانا چاھتا ھوں کہ اس پر ھم توجہ دے رھے ھیں - اور ھم کسی بھی طرح سے سمال یونٹس کو مرنے نہیں دینگے - ختم نہیں ھونے دینگے -

MR DEPUTY-SPEAKER: We are behind time now. Why not look towards the Chair, instead of giving elaborate replies to him.....

SHRI B. K. DASCHOWDHURY: Let the Hon. Minister explain this, Sir. It is very vital.

MR. DEPUTY SPEAKAR: It may be very vital, but he cannot deal with it by giving elaborate replies here. He has to deal it in his office, in his files orders and that sort of thing

شری ضیاالرحمان : میں تین چار باتیں اور عرض کرنا چاھتے ھوں - نئی انڈسٹریل پالیسی کے تحت جو ھمارا نظریہ ھے وہ یہ ھے - کہ جب ھم کسی لارج سکیل انڈسٹری کو لائیسنس دیں تو اس میں ان کی جو پراجیکٹ ھوں

کی جو سوچ تیز کچھ بیگورڈ ڈسٹرکٹس کو دی گئی ہیں - ڈیفنس منسٹر صاحب نے ان کو اپنی سپیچ میں ۱۵ فی صدی بڑھانے کو کہا ہے - یہ سارے کے سارے ٹھیک قدم ہیں -

انفراسٹرکچر ڈیولپمنٹ کرنے کے لئے کافی تعداد میں انڈسٹریل اسٹیٹس بنانے کے لئے بھی ہمارے پاس پروگرام ہیں تاکہ انفراسٹرکچر کی کمی کی وجہ سے جو مسئل خاص طور سے سمال سکیل انڈسٹریز کی ہوتی ہیں - وہ نہ ہوں -

آخر میں میں آپکے ذریعے اس سدن کے سامنے صرف ایک بات کہنا چاہتا ہوں - کہ جس حد تک نہیں سمال سکیل سیکٹر میں بڑھنا چاہتے ہیں اس میں شبہ شبہ نہیں ہے - کہ ہم ابھی تک اس حد تک نہیں بڑھ سکے ہیں - لیکن ہماری یہ کوشش ہے کہ ہم اس میں تیزی کے ساتھ بڑھیں کیونکہ ملک کی ڈیولپمنٹ اور ان ایمپلائمنٹ کی ان ہی سمال انڈسٹریز کو بڑھانے اور ترقی دینے میں مضمر ہے - ان الفاظ کے ساتھ میں آپ کا شکریہ ادا کرتا ہوں -

اس میں کتنے اینسلریز پراجیکٹ میں شامل ہونی چاہیئے - کن کن آئٹمز کو وہ خود پروڈیس کریں - یہ بھی شامل ہونا چاہیئے - ہم یہ بھی سوچ رہے ہیں کہ بجٹ کمیٹی نے جیسے کہ رپورٹ کی ہے کہ کوئی ایک ایسا لوجسلیشن ہونا چاہیئے کہ سمال سکیل انڈسٹریز کو پروٹیکشن دینے کے لئے کہ ان کو جو پروٹیکشن دیا جاتا ہے وہ قانونی شکل اختیار کرے تاکہ اس کی خلاف ورزی نہ ہو سکے - سمال سکیل انڈسٹریز کا ڈیولپمنٹ ہم جن ڈویژن میں لے جانا چاہتے ہیں - اس میں خاص طور سے ایگرو بیسڈ سمال سکیل انڈسٹریز ہیں - ایسپورٹ اورینٹڈ لارج سکیل کی انسیلریز انڈسٹریز ہیں اور ڈیفنس اورینٹڈ انڈسٹریز ہیں - اس سلسلے میں جو بھی مدد ہم سمال سکیل انڈسٹریز کی کر رہے ہیں اس کو اور بڑھانا چاہتے ہیں

بیگورڈ ایریا اور بیگورڈ سٹرکٹ کی بات بھی کہی گئی ہے یہ مطالبہ دوسری جگہوں سے ذرا مختلف ہے - اس وقت جو بیسلیمنٹیز بیگورڈ ایریاز اور بیگورڈ ڈسٹرکٹس دی گئی ہیں - میں خود اس بات کو تسلیم کرتا ہوں اور محسوس کرتا ہوں - اس کو سرکار بھی محسوس کرتی ہے - وہ کافی نہیں ہیں - اور فیصلی

श्री तारकेश्वर पांडे (सलेमपुर) : उपाध्यक्ष महोदय, मेरी मान्यता है कि भारत सरकार उत्तर प्रदेश की उपेक्षा कर रही है और उत्तर प्रदेश अपने पूर्वी अंचल की उपेक्षा करता है। हम इस अंचल के प्रतिनिधि हैं और इस दुहरी मार से हम पीड़ित है।

उत्तर प्रदेश मे 54 जिले है, जिन मे से 27 जिले पिछड़े हुए माने जाते है। उत्तर प्रदेश की जनसंख्या का 46.7 प्रतिशत भाग पिछड़े हुए क्षेत्र मे है। उत्तर प्रदेश की 37.5 प्रतिशत जनसंख्या पूर्वांचल मे है और वह उपेक्षित है।

हमारी अर्थ-व्यवस्था एक मिश्रित अर्थ-व्यवस्था है। इस बात पर विचार करने की जरूरत है कि क्या मिश्रित अर्थ-व्यवस्था मे हमारे समाजवाद के सपने पूरे हो सकते है। इस बारे मे संकोच न कर के स्पष्ट रूप से विचार करना चाहिए। सरकार ने उद्योगों को सम्बन्ध मे तीन श्रेणियां बनाई है, निजी क्षेत्र, सार्वजनिक क्षेत्र और अब एक नया क्षेत्र—संयुक्त क्षेत्र—आरम्भ किया गया है। इस सम्बन्ध मे बहुत विचार करने के बाद मै इस निष्कर्ष पर पहुंचा हू कि मिश्रित अर्थ-व्यवस्था से हमारी समस्याओं का समाधान नही हो पा रहा है। मै सरकार, इस सदन और सारे देश के बुद्धिजीवियों से प्रार्थना करना चाहता हू कि इस बारे मे विचार करने की जरूरत है कि क्या इस खिचड़ी अर्थ-व्यवस्था से हमारी समस्याओं का समाधान निकल सकता है, अगर नही निकल सकता है, तो फिर हम को कोई क्रान्तिकारी कदम उठाने की आवश्यकता है।

जहा तक उत्तर प्रदेश की अपेक्षा का सम्बन्ध है, पंच-वर्षीय योजनायें बनाते समय उत्तर प्रदेश की जनसंख्या का कुछ भी ध्यान नही रखा गया। अब तक उत्तर प्रदेश को जो सहायता दी गई है, वह उस की जनसंख्या को देखते हुए बहुत कम है। उत्तर प्रदेश जीवन के प्रत्येक क्षेत्र मे पिछड़ता चला जा रहा है। अब इस बात पर विचार करने की जरूरत है कि जो राज्य निर्धन, गरीब और उपेक्षित है, जो औद्योगिक दृष्टि से और राज्यों से बहुत पीछे है क्या उस की और उपेक्षा की जायेगी। इस स्थिति मे उत्तर प्रदेश मे बड़ा असन्तोष है, बड़ी उद्विग्नता है? भारत सरकार को इस पर गौर करना चाहिए।

सरकार ने कुछ जिलों को पिछड़े हुए जिले घोषित किया है, जिन से उत्तर प्रदेश के भी कुछ जिले हैं, और यह निश्चय किया कि उन्हें अमुक अमुक सुविधा दी जायेगी। मैं उद्योग मन्त्री से यह जानना चाहता हू—मैं उत्तर प्रदेश के बारे मे विशेष रूप से जानना चाहता हू—कि क्या उन पिछड़े हुए जिलो मे किसी ने उद्योग खोलने के लिए लाइसेंस लिया है, क्या किसी ने वहा पर कोई छोटा या बड़ा उद्योग स्थापित किया है। उन जिलो की स्थिति बड़ी भयावह है। उन जिलो की जनता से उद्योग स्थापित करने की भावना नही है। वहा निर्धनता है, अशिक्षा है, साधनो का अभाव है, यातायात के साधन बहुत वैज्ञानिक नही है, बहुत कम हैं। ऐसी स्थिति मे कोई लाइसेंस नही लेता है।

[श्री तारकेश्वर पांडेय]

उदाहरण के लिए आप ने मुझे यह आदेश दिया कि अगर मैं इस नदी को पार कर लूं, तो मुझे अमुक अनुदान मिलेगा। मैं तैरना नहीं जानता हूं और आप उस की व्यवस्था नहीं करते हैं। तब आप का वह कागजी आदेश व्यर्थ और निरर्थक सिद्ध हो जाता है। सरकार हमारी सहायता करना चाहती है, लेकिन कोई लाइसेंस लेता नहीं है। सरकार हम को सहूलियत देना चाहती है, लेकिन बिना इंडस्ट्रीज के वह सहूलियत नहीं मिल सकती है।

मैं सरकार से जानना चाहता हूं कि क्या पिछड़े हुए क्षेत्रों में निजी क्षेत्र, सार्वजनिक क्षेत्र और संयुक्त क्षेत्र में से किसी ने, या उन तीनों ने, कोई इंडस्ट्री स्थापित करने की इच्छा प्रकट की है; यदि नहीं, तो वह मुझ से स्पष्ट सुन ले कि उन जिलों की उन्नति नहीं हो सकती है, उन का औद्योगीकरण नहीं हो सकता है। उन जिलों में लाखों आदमी—शिक्षित और अशिक्षित—बेकार हैं। जिस अंचल से मैं आता हूं उस में दुनिया में आबादी का सब से ज्यादा घनत्व देवरिया जिले में है। वहां फी आदमी एक-चौथाई भूमि पाताहै। वहां छोटे छोटे किसान हैं और आबादी का पचास फीसदी ऐसे लोग हैं, जिन के पास कोई जमीन नहीं है, जो खेतिहार मजदूर हैं। वहां उद्योग-धंधे नहीं हैं। यह व्यवस्था की गई है कि साढ़े छः एकड़ भूमि पर भूमि-कर नहीं लगेगा, लेकिन उत्तर प्रदेश सरकार ने जो विकास कर लगा दिया है, वह सब पर लग जायेगा। तब क्या होगा?

अगर सरकार इस स्थिति पर विचार नहीं करेगी, तो वर्तमान बेचैनी के परिणाम बहुत भयंकर होंगे। केवल नारों से समस्याओं का हल नहीं निकलेगा। अगर माननीय सदस्य बुरा न मानें, तो मैं कह दूं कि दूसरे दल के लोगों का उपदेश सुनने से भारत की समस्याओं का हल नहीं निकलेगा। मुझे यह बहुत अप्रिय मालूम होता है। हम दूसरों की बात सुनें, अगर वे हमारी बात सुनने के लिए तैयार हों। उदाहरण के लिए यदि हम अपने परिवार का संचालन करने के लिए किसी दूसरे को निमन्त्रित करें और कहें कि आईये, हम को शिक्षा दीजिए, तो यह बड़ी अधम बात होगी। इस तरह दल नहीं चल सकता है और देश नहीं उठ सकता है।

पिछड़े क्षेत्रों में उद्योग स्थापित करने की भावना नहीं है। सरकार वहां उद्योग-पतियों को नहीं भेजती है। सार्वजनिक क्षेत्र में कोई उद्योग चलाते नहीं है। यह जो नया नारा आप ने दिया है संयुक्त क्षेत्र का इस में कोई इण्डस्ट्री जाती नहीं? क्षेत्र कम हैं। बेकारी अधिक है। अशिक्षा है। यातायात के साधन नहीं हैं। मैं आप से सीधा प्रश्न करना चाहता हूं कि समस्या का हल कैसे आप करना चाहते हैं? क्या समाधान निकालते हैं? हमसे आप यह उम्मीद करते है कि जो अनुदान आपने प्रस्तुत किया है सब का हम समर्थन करें। मैं एक बड़ा पुराना विनयशील सिपाही हूं, उस का समर्थन करता हूं। लेकिन उस का समाधान जब तक आप नहीं निकालेंगे देश एक इंच आगे नहीं बढ़ सकता है। देश निर्धन होता चला जा रहा है। किसी क्षेत्र में उद्योग अधिक होते चले जा रहे हैं और किसी क्षेत्र में उद्योग का नामोनिशान नहीं है। आप बताइए इस का समाधान क्या निकालते हैं? अगर आप समाधान नहीं निकालते हैं तो मुझ से सुनिए, चाहे कितनी भी बात कीजिए, कितनी भी चर्चा किजिए किसी प्रकार के नये आदर्श और संकल्प की योजना कीजिए, इस समस्या का समाधान नहीं हो सकता।

अब उत्तर प्रदेश के बारे में भी यह कहना चाहता हूं कि कानपुर शहर है वहां

उद्योग हैं। कानपुर और लखनऊ के बीच मे उद्योग डवलप करने जा रहे हैं। उत्तर प्रदेश की जो कमिश्नरिया हैं बनारस, गोरखपुर, आगरा, इलाहाबाद, मेरठ, बरेली और भी हो सकती है इन क्षेत्रो मे सार्वजनिक रूप से नही, अधिक नही, लेकिन इन में कही इडस्ट्रीज हैं, मगर जिलो का अगर मैं आप को नाम सुना दू, उत्तर प्रदेश के पूर्वी अचल मे जिस में 18 जिले है, सिवाय बनारस और गोरखपुर को छोड कर के कही किसी इण्डस्ट्री का नामो निशान नही है। आप ने सहूलियत दी, कोई लाइसेंस लेने वाला नही है। जो पुरानी इण्डस्ट्री हमारी है, जो कुटीर उद्योग हैं वह मृत्यु को प्राप्त हो चुके है। (व्यवधान)

लाइसेंस देने का प्रश्न नही है, कोई लेने वाला ही नही है। कुटीर उद्योग समाप्त हो चुके है। जन मानस मे उद्योग की भावना नही है। खेती से समस्या का हल नही निकल सकता। एक बडी फौज बेकारो की खडी हो गई है। तो मैं आप के इस अनुदान का समर्थन करते हुए बडे स्पष्ट शब्दो मे आप से निवेदन करना चाहता हू कि सदन के सामने आप स्पष्टीकरण करे कि जो पिछडे हुए क्षेत्र हैं उन का समाधान आप क्या निकाल रहे हैं?

श्री पन्नालाल बारूपाल (गगानगर) : उपाध्यक्ष महोदय, मैं आप का बहुत आभारी हू कि आप ने मुझे बोलने का समय दिया। मैंने कोई अध्ययन तो किया नही है और सही बात तो यह है कि पिछले बीस वर्षों का मुझे पार्लियामेंट का अनुभव है, अगर मैं यह कह दू तो लोग मेरी बुद्धि का मजाक समझेंगे, मैं सरकार के आकडो मे, भाषणो मे और आश्वासनो मे विश्वास नही करता हू। मैं वास्तविकता मे विश्वास करता हू। दरअसल हमारे माननीय सदस्य पांडेय जी तथा दूसरो ने जो विचार प्रकट किए हैं मैं उन से सहमत हूं। मैं एक मजदूर आदमी हूं, बुनकर हू। चमड़े और जूते का काम हमारे परिवार और स्वजाति के लोग करते थे और बुनाई का काम भी करते थे। लेकिन आज उद्योग विकास के नाम से हमारी सरकार दोहाई देती है गरीबो की रोजी रोटी देने की, पर मैं सरकार से कहना चाहता हू कि वह मुझे साथ ले कर केवल राजस्थान में नही, सारे हिन्दुस्तान मे चल कर उन गरीबो की हालत को देखें जो घरेलू उद्योग धन्धो मे लगे हुए थे, वास्तविकता यह है कि आज वह भूखो मर रहे हैं। क्यो भूखे मर रहे हैं? क्यो कि उन के सारे निजी उद्योग चौपट हो गए। मिसाल के तौर पर मैं बताना हू कि चमडे और जूतों का काम करने वालो को सरकार ने प्रोत्साहन न दे कर बडे बडे कैपिटलिस्टो को, पूजीपतियो और उद्यागपतियो को प्रोत्साहन दिया। कहते है चमार को खा गया बाटा, लोहार को खा गया टाटा और बुनकर को खा गया बिरला। राज मजदूर और इटो के भट्ठो का काम करने वालो को खा गई डालमिया की सीमेंट फैक्ट्री।

मैं अपने यहा का अपने एक मोहल्ले का, उदाहरण देता हू। मेरे मोहल्ले मे पहले 120 दूकाने थी जूता बनाने वाला की अब ईमानदारी से आप से कहता हू दो दूकाने भी नही हैं। जिन गावो मे खादी का काम करने वालो की दस दस बीस बीस दूकाने थी आज वह सब चौपट हो गई है। एक भी नही है और ग्रामोद्योग के नाम से आप ने खादी और ग्रामोद्योग वालो को यह दे दिया है जिस के अन्दर सब चोर और लुटेरे बैठे हुए है। वह सब लूट कर खा गए जिन को लाखो और करोडो रुपया आप देते हैं और वह हमी लोगो से काम सीख सीख कर हमारे ही धन्धे को खत्म कर रहे हैं। मैं गुस्सा नही करता, मगर सही बात यह है कि हम को तो कर दिया बेकार और वही बाम्हन बनिये जो हमी से प्रशिक्षण ले ले कर के जाते हैं हमारी ही रोजी रोटी छीन कर उन लोगो को आप यह धन्धा दे रहे हैं। यह है सरकार के समाजवाद का नमूना जो मैं आप को बताना चाहता हू।

श्री के० एल० चावडा (पाटन) गरीबी हटाओ प्रोग्राम का क्या हो रहा है ?

श्री पन्नालाल बारूपाल : गरीबी हटाओ नहीं, गरीबी बढ़ाओ हो रहा है या गरीबी मिटाओ । डिस्टर्ब मत करिए । मुझे बोलने दीजिए ।

आज राजस्थान में क्योंकि पोलिटिकल पावर मेरे पास नहीं है, बीकानेर डिवीजन से केवल एक मादमी में कांग्रेस का पिछले 20 वर्षों में यहां नहीं हूं, एक डोड हाईनेस महाराजा करणी सिंह हैं जो बहुत अच्छे हैं लेकिन वह इडिपेंडेंट हैं, एक मैं हूं, एक राज्य सभा में हैं और एक और दूसरे हैं । तो मेरे कांग्रेस पार्टी के अकेले होने के कारण वहां कोई औद्योगिक विकास का काम नहीं हो पाया क्योंकि कहा कि

एक लकड़ी ना जले ना हो उजाला होय ।
बारूपाल का नायो कोई नहीं बारूपाल
अकेला होय ।

हमारा साथी कोई न होने से आज मेरे इलाके में इंडस्ट्रियल डेवलपमेंट के नाम पर कहीं कोई विकास नहीं हुआ है, यह मैं सुब्रह्मण्यन साहब को बताना चाहता हूं । मैं जब देखता हूं गंगा नगर, बीकानेर और राजस्थान को तो गंगा नगर कृषि प्रधान क्षेत्र है । वहां पर गंग नहर है, भाखड़ा नहर है और राजस्थान नहर है, गंवार कहीं पैदा होता है और कारखाना कहीं बनाया जाता है ? ट्रैक्टर कहां चाहिए लेकिन ट्रैक्टर का कारखाना कहां बनाया है ? हम गन्ना पैदा करते हैं लेकिन चीनी की मिल कहां लगायी ? हमको उर्वरक चाहिये लेकिन खाद का कारखाना कहां बनाया ? कभी बुद्धिमानों से न गवर्नमेंट ने सोचा और न सरकारी अफसरों ने सोचा । मुझे शर्म आती है आपकी बुद्धि और अकल पर । आप कहेंगे कि कैसी बकवास मैं करता हूं, मगर मैं आपको बताऊं, रुई हम पैदा करते हैं और रुई के कारखाने कहां खोल रखे हैं बम्बई में । सीमेंट की जो हालत है उस पर शर्म आती है । आज हमारी लड़की ने टेलीफोन किया कि पिता जी, एक छोटे से काम के लिए 15 रु० में एक थैला सीमेंट का नहीं मिल रहा है, मैं बहुत हैरान हूं । मैं ने कहा कि बेटी, तू चला जा राजस्थान नहर का काम जहां हो रहा है, वहां सरकारी सीमेंट 5 रुपये में वह दे देंगे । शर्म की बात है कि चोरों का माल सरकार का जो है वह तो 5 रुपये में मिल जाता है और कंट्रोल का पन्द्रह रुपये में भी नहीं मिलता । यह है आपका गवर्नमेंट की व्यवस्था । मैं आपको सलाह क्या दूं ।

आज जो योजनायें बनती हैं मंत्री जी ने कहा कि पांच लाख मजदूरों को वह काम देंगे, ऐसी प्लानिंग बन रही है । एक हां नुस्खा मेरा मान लें तो पांच लाख नहीं दस लाख को काम दे सकते हैं । आज लाइसेंस वालों को तो लाइसेंस पर लाइसेंस दिया जाता है, बिरला को दो, टाटा को दो, लेकिन वह समाजवाद जो आप लाना चाहते हैं, बड़ों का पेट काट कर छोटों को कब देंगे ? यह टाटा बिरला डालमियां—सुई भी यहीं बनाएं, इंजन भी यहीं बनाएं, कैन भी यहीं बनाएं, पाउडर,

डिपार्टमेंट दुनिया भर के तेल और लाबून सब यही बनाएं ? यह क्या है ? मैं कहता हूं वह मरें नहीं मरेंगे । उनको ऐसा उद्योग दे दीजिये जिससे वह अपना पेट पाल सकें । हम किसी को भूखा नहीं मारना चाहते । जोगी और जाने दो, गाओ जो वाचो नीति को धराशायी । ये छोटे छोटे धन्धे उनसे ले लीजिये और उनको उनके लिए रा मैटोरियल मत दीजिये । वही फारेन्स अपनाइए, करोड़ों आदमियों को एक एक धन्धा दे दीजिए, लाखों आदमियों को काम मिल जाएगा, बेकारी मिट जायगी । लेकिन कौन करे ? इस तरह समाजवाद आने वाला नहीं है । चीनी बहुत पैदा कर रहे हैं । चीनी की बात मैं बताऊं ।

70 प्रतिशत चीनी जो कन्ट्रोल रेट में मिलती है वह तो दो पांच दस पैसे किलो के भाव पर ले लेने दीजिये जाइए कन्ट्रोल की दूकान बाला कहता है कि बाजार जा चीनी नहीं है । बाहर सरकार की बुद्धि । अजीब हैरानी की बात है । डेढ़ किलो चीनी कन्ट्रोल के भाव पर नहीं मिलती है और साढ़े चार रुपये के भाव पर तो टन चीनी ले लीजिए । सुब्रह्मण्यम साहब अगर हिन्दुस्तान के अन्दर शर्बत पिलाना चाहें तो मैं सौ टन चीनी लाकर उनको दे सकता हूं साढ़े चार रुपये के भाव पर । क्या यही नीति है सरकार की ? सरकार को शर्म नहीं आती ऐसी नीति पर ? लोग हंसते हैं और जूते मारते हैं हमको कि तुम वहां पार्लियामेंट में बैठ कर क्या करते हो ? मैंने कहा कि हम वहां सर मारते हैं, क्या करें ? कौन सुनता है हमारी ?

तो यह कोई पालिसी है ? यह आपने बहुत अच्छा किया जो मुझे मौका दिया । मैं दुखी आदमी हूं और आप सुन लें, न तो मुझे कोई मिनिस्ट्री चाहिए और न कोई और चीज चाहिए मैं जनता का आदमी हूं । जनता ने पांच बार चुन कर भेजा, आ गए । अब मैं थक गया । यहां आने में भी कोई मजा नहीं है । क्योंकि हमारी तो वही हालत है

चाह गई चिन्ता मिटी मनुवा बेपरवाह ।
जिन का कुछ न चाहिए वही शाहंशाह ।।

मिनिस्टरों में मैं अपने को अच्छा समझता हूं । आप को तो लोग पीठ पीछे गाली देते हैं। हमको कम से कम नमस्ते तो करते हैं ।

यह आपको समझने की कोशिश करनी चाहिये । आप पदों पर बैठे हैं, इसलिये लोग आपको नमस्ते करते हैं, पदों से हट जायगे तो कोई नमस्ते नहीं करेगा । बहुत से मिनिस्टर सड़कों पर फिरते हैं, कोई नहीं पूछता । हमारी इन्दिरा जी देश में समाजवाद लाना चाहती हैं लेकिन कुछ लोग उनके पीछे चिपटे हुए हैं, उनको समाजवादी नीतियों का नामो-निशान मिटाना चाहते हैं । हमारी मिनिस्ट्री में ऐसे आदमी हैं, ऐसे पूंजीपति बैठे हुए हैं जिनको कुछ नहीं पता कि समाजवाद क्या है, वे स्वयं समाजवाद नहीं चाहते हैं ।

आपने कहा कि समाजवाद लायेंगे । लैंड रिफार्म की बहुत चर्चा चली, लेकिन खोदा पहाड़ निकला चूहा, क्या हुआ ? पे-कमीशन की रिपोर्ट आई है—क्या मिला ? लाखों-करोड़ों रुपया पे-कमीशन की रिपोर्ट बनाते बनाते अफसर खा गये । इसलिये मैं

[श्री पन्ना लाल बारुदाल]

आपसे कहता हू कि आप सोचिये, समझिये। खूनी क्रान्ति आयेगी, लोग आपका मकान उड़ायेंगे। देश मे तूफान आयेगा, उसको आप रोक नही सकेंगे। अगर कोई आदमी समय के प्रभाव को रोकने का असफल प्रयास करता है, वह बुद्धिमान नही है। बाढ़ आती है तो हमारे बालू के टीले रोक नही पायेंगे और फिर हमारा और आपका, किसी का पता नही लगेगा। इसलिये सुब्रह्मण्यम साहब, थोड़ा अक्ल से काम कीजिये।

SHRI K GOPAL (Karur) Mr. Deputy Speaker, Sir, I rise to support the demands of the Ministry of Industrial Development I am happy to see that the industrial growth for the period April to December, 1972 is 7 8 per cent as compared to 4 8 per cent in 1970 and 2 9 per cent in 1971 I am also happy to see that the capacity utilisation in many industries especially cement, paper, aluminium, caustic soda, soda ash, calcium, carbonate has been 90 per cent But, in my opinion we should not just sit back and we should not feel happy about our performance and we should not feel complacent whatever we achieve We should try and achive more especially in the industries where there is lot of export potential. In this connection, I may mention about mica. We are exporting mica to many countries and I understand if mica is sent out from our country as a finished product, the foreign exchange earnings will be more than 10 times. than what we are getting now by sending raw mica·

We are exporting Iron ore from our country We are tying to expand the steel plants and for some years we cannot utilise the iron ore which is available in the country. I agree, but mica—98 per cent of it is exported. I only wish. .

MR. DEPUTY-SPEAKER; I am not sure whether mica comes under the Ministy of Industrial Development. There is a lot of confusion. I think it comes under the Ministry of Foreign Trade

SHRI K. GOPAL I next come to the joint sector concept My friend Shri Sathe has dealt with it very extensively I will make only one submission If joint sector concept is a step towards abolition of the private sector, I agree with that But in my humble opinion with this joint sector concept we are neither here nor there As I said earlier, if we want to abolish the private sector in the future, we cannot have joint sector now But for some time what we have seen and of what we have experience, we are falling only in the trap of the capitalists who have got hold on the private sector Because even in the management of many undertakings in which we are going to have this joint sector concept implemented, I find only people who had been in the private sector and they had been allowed to enter

As for managment we should have a clear cut policy. In industries where we have got majority participation from public financial institutions we should send as representatives expects in those lines There is no point in sending somebody from the Secretariat for the sake of representation, we must have people who know the job I say this because many IAS officers are shunted out to these posts I do not say that they lack integrity or efficiency, I say they are not meant for this job. To put a bureaucrat to run a textile mill will not only harm that industry but will also demoralise persons who belong to the cadre Therefore only technocrats should be placed in positions where technical qualifications are needed. My submission is a good technocrat could be a bureaucrat; but a bureaucrat could not be a good technocrat. May I in

this connection point out that the Hindustan Photo Films in my State lost Rs. 14 crores and the moment we put professional management there it turned the corner. It is the case with all industries. So, I request that technically competent people should be made to head these organisations.

I now come to the National Textile Corporation. Before 30 October when we took over 47 textile mills, many mills were reporting sick. Out of 630 textile mills, 103 are with the National Textile Corporation and since these were taken over I understand that they have started showing profits.

The basic needs of men are food and clothing. By taking over wholesale trade in wheat we are solving the food problem and I suggest that all the textile mills in our country should be brought under the National Textile Corporation. Experience has shown that we can certainly do the job. With regard to monopolies, I have to say this. On the one hand we say we want to curb monopolies and on the other hand we see that they are happily getting away with whatever they have got. The Industrial Policy Resolution is clear that expansion should be allowed only in sectors where it will help economic growth of the country. But even in unsophisticated areas, in areas where we can ourselves manage, the monopolies are allowed entry. In this context, I want to say that we are allowing expansion and diversification in many industries. For instance, the Union Carbide and the India Tobacco are allowed diversification in areas where we can do ourselves. The argument given is that they dilute foreign equity. Unless we physically dilute foreign equity in these concerns, we are not going to dilute foreign equity by merely asking them to increase Indian equity because you are allowing them to repatriate their profits to foreign lands. Legally we may not have the right to nationalise these industries but morally we have got every right to nationalise them.

Coming to the consumer industry, I do not know why many of the consumer industries cannot be standardised. Why do you want number of brands of cosmetic items? Why should we not standardize the items? In future, it will be easy for us to take over these industries if we standardize these consumer items in the country.

My hon. friends talked about backward areas. Unless we have the infra-structure, we are not going to have any industry. In my opinion, Government is to be clear about the infra-structure if we are going to develop our industry. If you say that you are going to develop the industries only where the infra-structure is available, we are not going to develop the backward areas. My request to the Minister is that only backward areas should be given special consideration.

Coming to my own State, I do not think that industrial growth is given any importance as it should be. Many reasons are put forward. One of the reasons is that there is inordinate delay in the matter of issuing of licences by the Centre. I would request the hon. Minister to enlighten us as to how many licences were asked for by our State and how many letters of intents have been issued and how many licences were actually issued so that the blame is not thrown on the Centre. On going through the Report of this Ministry I find that very few rooms are available in Vigyan Bhavan for housing the Ministry, and that the office has been shifted to a new building which was occupied by a foreign mission. On going through the report, I find that there is nothing more than that to encourage Scientists In my opinion, without Scientists, we cannot advance at all. We have to give a lot of encouragement to them and they should not be left at the mercy of a few officials and they should be allowed to have their own say. In our country the scientists are not encouraged and they are not paid as much as they should have been. I would request the hon. Minister to

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see that the scientists in our country are encouraged to the extent they should be

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) Mr. Deputy-Speaker, Sir, only about eight months ago, I was called upon to administer this portfolio of Industrial Development and also to continue my charge of the Department of Science and Technology But, I am no stranger to this because I had the privilege of administering many of the industries from 1960 to 1964 in Shri Jawaharlal Nehru's ministry In between, I have had the experience of functioning in other ministries which includes Food and Agriculture With this background, I am fully aware of the important and vital role which Industrial Development has got to play in the economic development of our country But, at the same time I do claim that I have some little knowledge of the mechanism of Industrial Development It is from this aspect that I have closely listened to the speeches of various hon Members from this side and also from the other side I am really grateful to the various criticisms they have made as also to the suggestions that have been made for improving the performance of this Ministry which should lead to better economic development We have submitted a report on the ministry's functioning during last year Now we have attempted to give a full picture of the functioning of this ministry as also the functioning of various industrial units under our charge Only recently heavy industries have been transferred to the Ministry of Heavy Industry They have been put in charge of my abler and respected colleague Shri T A. Pai. But, still, we had to include an account of the functioning of these industrial units because, for most of the year, they were under the charge of this ministry.

One important feature with regard to industrial development during 1972 is the turn in the growth of the industries as such. Whereas in 1970 and 1971 the industrial growth was 4.8 and 2.9 per cent respectively, it has taken a turn for the better and it is likely to be 7 plus during 1972. Some mention was made with regard to the content of this growth, that nearly one-third or 27 per cent was in textile industry and it is the textile industry which has mainly contributed to this. It is not so As a matter of fact, there are other very important areas in which this growth has taken place As against an average increase of about 7 per cent, higher rates of increase have been registered in textiles 9 3, chemicals 18 non-metallic minerals 8 2, basic minerals 7, non electric machinery 7 8, electric machinery 7 transport equipment 8 4, rubber products 12 1, leather and fur products 10 1 and mining and quarrying 7 6 There has been slackness, lower rates of increase and deceleration in non-priority items such as food manufacture 1 2, beverage and tobacco 3 4 and miscellaneous industries 28 4 I tried to find out what these miscellaneous industries are in which a decrease has taken place They are water meters, watches and clocks, manufacture of jewellery and related articles and pencils I do not think we need worry about these So it is not as if the growth has been in non-essential sector On the other hand in many of the priority industries and basic industdies during 1972 significant growth has taken place This will have to be kept in mind

1973-74 is going to be a crucial year from two points of view What we are able to achieve during 1973-74 will determine the level of achievements in the fourth plan The capacities we are able to establish and the levels of production which we would be able to reach during 1973-74 will form the base upon which we have to biuld the fifth plan From these two aspects, we have to attach some importance to the growth in 1973-74, From that point of view, we have to

be clear with regard to our priorities for the future and progress particularly during 1973-74. I propose to deal with this under three heads: 1. Utilisation of the existing capacity. 2. Implementation of the letters of intent and licences which have already been issued. 3. Future policy of licensing and the pattern of industrial growth.

15.00 hrs.

As far as the tempo of industrial growth particularly during the first one or two years of the Fifth Plan is concerned, it is my respectful submission that it is going to depend mainly on the utilisation of the existing capacity to the maximum extent possible. That alone could contribute to greater growth particularly when capacities which are available are not being utilized today. This is one aspect which we will have to keep in mind. We have been trying to take various measures for the utilisation of capacity. It is from this angle that we wanted to regularise some of the existing capacities for the purpose of maximum utilisation.

We called for applications from the various existing enterprises. If they had existing capacity and without further capital equipment being put in they would be in a position to improve production, then we were prepared to regularise that capacity. When applications were received on that basis, we divided them into two parts—applications by larger houses and applications by middle entrepreneurs and small-scale industries. With regard to small-scale industries and middle entrepreneurs, we took a more generous view and regularised most of the capacities which were asked for. Even there we were able to accept only 55 to 60 per cent of the applications roughly. The rest were for expansion in the guise of utilising the existing capacity. We could not allow that. That could be done only on the basis of fresh application for licence.

As far as larger houses are concerned, we have appointed a task force for the purpose of scrutinising how the larger capacities have come into existence. We regularise the excess capacity only in very crucial areas where production is very important for industrial growth or export possibilities are there. It is on that basis that we have now regularised the existing capacity.

For the purpose of utilisation of capacity we have to look into the area of supply of raw material. The availability of raw material stood in the way of utilising the existing capacity in many areas, particularly in engineering and chemical industries. We are trying to identify the deficiencies in availability of steel, . non-ferrous metals and chemicals. We have an import programme so that sufficient raw materials may be available for the purpose of utilising these capacities. For 1973-74 also a similar exercise has been made. Taking into account the foreign exchange availability, it would be our endeavour to make available as much of raw materials as possible so that the existing capacities could be fully utilized. In this the requirement of the small-scale sector would be fully taken into account. I want to give this assurance to the House that we are giving, and trying to give, the highest priority to the development of small-scale industries as compared to the medium and large-scale industries. Therefore, the first constraint is with regard to raw materials.

The second is with regard to power about which good deal of concern was expressed not only in this House, but also outside. I am sure, my colleague, the Minister of Irrigation and Power, when his Ministry's demands come up, will fully deal with the problem relating to power. But, I would like at this stage, to place before this House the various steps which have already been taken for the purpose of meeting this shortage. I may, however, briefly outline the kind of steps that have been taken by the group of

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Ministries which have been dealing with this problem since the beginning of this year.

The Prime Minister was pleased to constitute a Committee under the Chairmanship of the Planning Minister, including the Finance Minister, myself and my other colleagues. This group has been functioning from the beginning of this year and this group is assisted by a technical group headed by a Planning Commission Member, Mr. M. S. Pathak. The technical committee has identified specific steps to increase power generation from the 18 major thermal plants in the country. Secondly, time schedules have been drawn up for accelerating the completion of projects which are in advance stages of implementation. Additional provision of Rs. 26 crores has been made for these projects and measures such as expediting equipment supplies have been taken up Several other steps for cutting down transmission loses, integrated grid operation, staggering of loads, better maintenance and so on, have also been initiated. It is our expectation that as a result of all these concerted steps, there will be definite improvement, given normal monsoon conditions, by December, 1973 and a more or less satisfactory position by June, 1974. To take care of the immediate emergency, we have also permitted the import of stand by diesel generating sets up to a capacity of 1500 KVA. The phenomenon of power shortage throughout the country in the current year once again demonstrates the need for bold planning in this sector, the timely completion of projects and fullest utilisation of existing generating capacity. The Government are actively engaged in taking all steps that are possible within a short term frame-work for improving the power position. Having said this, it is also necessary for me to say that the power situation in the first half of 1973 is likely to be the critical factor in increasing industrial output.

Sir, I would also like to reply to the point made by the hon. Member from Tamil Nadu, with regard to the sale of a thermal generating set which was located in Samayanallur. Apart from the capacity, whether it was 30 MW or 60 MW, this was sold just a year back. Particularly, any Government should have anticipated a situation arising with regard to power availability. As a matter of fact, Tamil Nadu was purchasing power from the neighbouring States for the last two or three years. Now, we are importing generating sets, including industrialists from Tamil Nadu, where the power production will cost 20 to 30 paise, and in some cases, even 35 paise, per unit. Under such conditions, if this generating set had been available for Tamil Nadu, they would have produced at 6 paise or 7 paise. They say that this 6 paise or 7 paise was too much and it has been sold away. It is in that context that I wanted to mention this. Since it was raised again, I thought that I should mention this point.

SHRI V. MAYAVAN (Chidambaram): It is 12 paise.

SHRI C. SUBRAMANIAM: We also pay further for the import of this generating set in foreign exchange Even if it is 12 paise, it is much cheaper than 30 paise.

We have also taken into account other constraints with regard to transport. My respected colleague, who was in-charge of Railways for some time, took definite steps I am sure that these are being continued by the new Minister also, for the purpose of removing this bottleneck, for the transport of coal and various other bulk commodities which are necessary for industrial production and also for the purpose of moving even the finished goods from one area to another. I want to make it clear this bottleneck has to be removed.

Then, the other area is one of labour relations. This is a very sensitive subject. I am sure my new colleague in the Labour Ministry, will deal with this aspect when it comes up.

But I want to make this appeal to this House and, through this House, to the nation as a whole and, particularly to labour and labour leaders that while it is the responsibility of everybody and it is the responsibility of this House to protect the interests of, particularly, the working population, it is also necessary to see that industrial production is not affected in this process. Therefore, we will have to evolve machineries, we will have to procedures, so that industrial production during this critical period does not get affected because of industrial strife. I hope, this will be fully taken note of, particularly when we are all concerned with regard to the industrial growth and also with regard to what would be the industrial growth in the Fifth Plan, this year being the base year upon which we have to build. This will be fully realised by all those who are concerned with labour relations in the industrial sector

I would like now to say a few words with regard to the performance of the public sector because there has been a good deal of continued criticism even from some of our friendly critics, if I may say so, leave alone those who have no faith in the public sector. There is a good deal of force when they say that when we have invested so much of money to the tune of Rs. 4000 crores or Rs. 5000 crores, we have not been getting much out of our investments. In my view, the main difficulty with regard to the public sector was, at the initial stages, of want of proper management. It is because of lack of proper management that there were many difficulties with which we were confronted and we were not in a position to solve them. But today, we are trying to see that this difficulty is remedied and it is being continuously remedied.

For the purpose of identifying these deficiencies, I had the privilege of initiating a new tool for the purpose of improving the performance of the public sector and what we call an Action Committee was constituted under the chairmanship of the Planning Commission Member, again, Mr. M. S. Pathak. His name will be coming, I am sure, in many areas and I want to pay my tribute to the devoted servant who has been doing a good deal for the purpose of improving our public sector projects, not only the public sector projects but also for the purpose of general improvement in the industrial sector.

This Action Committee has been visiting each one of the projects. They were not just making an exercise sitting at the Yojna Bhavan. This group consisting of a number of experts in various areas and also drafted from the private sector—I am sure Jana Sangh Members will be pleased to hear that—visited each project and tried to identify what were the actual deficiencies in management, what were the actual deficiencies as far as the technical management is concerned. It is on that basis that action was being taken and is being taken in respect of each project for the purpose of improving it.

I have been saying this before and I want to say it again that the year 1972-73 is a turning-point with reference to the public sector performance. Therefore, let us not continue to be under the same impression that public sector projects will continue to perform at the same level and so we can always beat with the same stick and say, this is what has been done when you go to the public sector performance. As a matter of fact, the performance during the year has been of encouragement. From 1971-72, you will find the performance of public sector improving more and more. I would like to give some figures with regard to this.

The number of units making profits in 1970-71 was 52 out of 87 projects, and in 1971-72 the figure went up to 88, but meanwhile six more projects also came into production and, therefore, the figure is 58 out of 93. The

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total profits of those projects came to Rs. 74.97 crores in 1970-71 and they went up to Rs. 89.65 crores in 1971-72....

SHRI K. S. CHAVDA: Was it due to conversion of loan into equity?

SHRI C. SUBRAMANIAM: When I express it in terms of rupees, it has absolutely no meaning unless it has got exhibited itself in production also. It is with regard to production that the improvements have taken place which get reflected in this. It is in the steel sector that we have been struggling hard, and it has got its own problems. Fortunately, there also, during the last six months, we find a much better picture with regard to the functioning of the steel plants.

With regard to some of the projects in this Ministry, I would like to give some information because, as far as the other industrial units are concerned, I am sure that as soon as these Demands are over and the Demands of the Ministry of Heavy Industry are taken up, my colleague will be able to give an account of the performance of the various giant units under his charge.

SHRI K. S. CHAVDA. What about IDPL?

SHRI C. SUBRAMANIAM: Even in IDPL, the performance is now much better than what it was before.

This upward trend can be specifically illustrated with reference to the public sector units in my own Ministry. Instrumentation Limited, Kota, which is one of our best units, has continued to show a good record and is actively engaged in putting up a new plant at Palghat, Kerala, which is expected to commence production in 1974. This is another feature which I would like to emphasize here. As a matter of fact, the collaboration has not even been finalised; we are still negotiating the collaboration. But, even now, the project implementation has been taken up, and the Managing Director in charge of it has assured me that it would go into production in 1974. This Instrumentation Limited itself, according to the detailed project report, was expected to break even only after seven years' functioning. But, under this management, it was able to show profit even in the second year, and instead of 18 types of instruments they are now producing round about 80 or 85 types of instruments there.

I think, Mr. Gopal was mentioning how professional management could change the picture. As a matter of fact, Instrumentation Limited is one instance not only with reference to production there but also in respect of labour relations I wish particularly those of us who are concerned with labour relations visit this project to find out what sort of labour relations have been built up there. Every worker there feels involved in the production there. He is proud of the achievements there and also to that extent he gets benefit also out of that production This is how labour relations will have to be built up. It is not in the private sector where, they say, there is excellence of management; it is in the public sector. Therefore, you will find that, if only we have proper management, good labour relations can be built up. Management is not merely technical management; labour management is much more important in management aspect than anything else, and this unit is a standing example of that. Recently, our President visited it and paid a glowing tribute, particularly to the labour relations which exist in this unit.

It is also noteworthy that the Instrumentation Limited have been able to secure a prestigious export order for Rs. 1.5 crores against stiff international competition in Malaysia. I visited this project at Kota only a few months back, and it is not merely management which has contributed to this; more than that, it is the re-

search and developmental activity linked to this which has given them this dynamism to go forward.

Therefore, particularly, in our industrial projects, whether it be in the public sector or the private sector, it is not only technology and equipment which is important—no doubt, it is important—but management is a component of a good industrial enterprise But, more than that, a third component is also necessary and that is research and developmental activities without which you will only stagnate and you can never make any progress. The Instrumentation Ltd is an example in all these three sectors—with regard to technology, with regard to management and also with regard to research and development effort

Hindustan Salts which turned the corner in 1970 71 has further increased its profits in 1971-72.

Hindustan Cables has been continuously making profits except in 1971-72

The NEPA Newsprint Factory turned the corner in 1971-72 and is expected to make further progress in the coming year.

Another unit which has been having improvement in this year about which again Mr Gopal has made a mention, is the Hindustan Photo Films where production has been stepped up dramatically I have just now got a report from there and I would like to read it out because I am sure not only this House will be interested to know but also it will be encouraging to know how with proper management we can change the situation overnight and we have changed it overnight. Hindustan Photo Films has had a turn-over of Rs. 1 crore in March, 1973, the highest on record in the company, in one month, that is in March. The Company has achieved about 25 per cent of the turn-over of the whole of last year. The production value from October, 1972 to March, 1973 has registered an increase of 55 per cent. as compared to the previous half year Sales have increased by 95 per cent Losses have dropped by 35 per cent. Thus, there is a gradual and an orderly progress and improvement and the fact that in spite of the power cut—in Tamil Nadu it is 75 per cent.—the company should have maintained employment without any lay-off and also have achieved this splendid progress, is indeed most creditable From a Rs 2 5 crore loss—they were losing Rs 1 lakh per working day—the projection for 1973-74 indicates a profit of Rs 1 crore This will be a spectacular performance by any standard I have every confidence that this problem-child of the public sector has not only turned the corner but also is poised for a year of healthy growth This is on the basis of a part-time Chairman A professional manager being a part-time Chairman—all the other officers remained the same—one man has turned the entire project overnight, so to say

The problems of other units such as the National Instruments Ltd at Calcutta, Bharat Opthalmic Glass Ltd, Tannery and Footwear Corporation, have also been concretely identified Various schemes for managerial improvement, diversification, modernisation change-over from uneconomic lines of production improved marketing, etc have been identified in each case and are under implementation

Something has been said about the Cement Corporation of India This is also on its way, two projects are already on production About it my colleague has already mentioned Therefore I need not weary the House with regard to this

With regard to NIDC also, my colleague dealt with it but only one matter I would like to refer. Hon. Member, Mr Kalyanasundaram made a mention about it, that there were some remarks by the Public Undertakings Committee with regard to the Managing Director and no action has been taken about it. I find from the

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proceedings of this House that this was taken up later on and on an apology tendered by the Managing Director, the matter has been closed. But that has nothing to do with the performance of the NIDC itself. NIDC is quite a healthy organization, contributing to the further development of industrial development in our country and is also providing consultancy services to foreign countries as was mentioned by my colleague.

I come to the second topic now, namely, the implementation of the existing licences and the letters of intent which have already been issued. Hon. Members are aware that with the announcement of the Industrial Licensing Policy of February, 1970, there has been a spurt in the applications for letters of intent. The number of applications for letters of intent received in 1969 was for instance, 1420 as against which 2800 or 3000 applications have been received in each of the three years from 1970 to 1972. The Government have also had to gear up to the sharply increased peace of investment applications as is evident by the fact that as against 488 letters of intent cleared in 1970, approvals were given for 1015 in 1971 and 877 applications in 1972.

However, the issue of a latter of intent is only the first step and several other milestones have to be crossed before this piece of paper can be translated into actual production on ground.

The further steps that prospective investor has to take and the areas in which he needs continued support fall broadly into three grounds.

Firstly, approvals are required from the Central Government where necessary for foreign collaborations, the import of capital goods and for the issue of capital.

Secondly, the cooperation of the State Government is needed for the provision of land, water, power and other items which relate to infrastructure and utilities.

Thirdly, long-term and short-term credit has to be provided by financing institutions such as nationalised banks, State Financing Corporations and all-India Institutions such as the IDBI, IFCI and ICICI.

The implementation of these letters of intent and licences can be speeded up only when all the three agencies coordinate and cooperate. So, this is the attempt we have undertaken now, so that it may not be necessary after getting the letter of intent or getting even the licence on the basis of the letter of intent to pass through a great deal of hurdle. As I stated elsewhere, the grant of licence or letter of intent should be a golden key to open the gates so that there could be a free passage for the purpose of implementing these things. We do realise that instead of being given all assistance at every stage any amount of obstacles are raised. I can very well understand that before the issue of letters of intent one should consider whether the letter of intent should be issued to particular individual or particular concern; at that stage you can take all precautionary measures that undesirable elements do not get the letter of intent. But once the letter of intent is given then every institution should see to it that this letter of intent fructifies into licence and licence into the production unit. Now we are trying to see that responsibilities are located so that if there are particular officials who deal with these things, it will be their responsibility to see that if there are these hurdles, they are removed. So, these are the steps which we have taken in this respect.

So far as the big houses are concerned somehow they see to it and somehow they have got the capacity to have all these hurdles removed. It is only the new-comers, the weaker elements, who are unable to get these things through. Therefore we should

take care to see that in this area we give all assistance possible particularly to medium entrepreneurs and newcomers and the small-scale manufactures to get over these hurdles so that implementation can proceed ahead as quickly as possible. We have taken various measures for the purpose of finding out how the procedure could be streamlined and I hope to come out with certain positive proposals with regard to this matter within the next two or three months. At that time hon. Members will have an opportunity to give further suggestions for the improvement of these procedures and all those things.

AN HON. MEMBER: The licensing authority should utilise the power for locating industries in backward areas.

SHRI C. SUBRAMANIAM: I mentioned numbers with regard to the issue of letters of intent and also regard to the issue of licences to show that there have been good deal of activity there. But in addition to that as already stated this mere paper has no meaning, I might mention, there is evidence of definite improvement in the investment during the last two years. The number of new companies registered in 1970-71 was 1927 whereas in 1971-72 it is 2524. During the same period the capital goods licences merely doubled from Rs. 127 to Rs. 252 crores. The assistance disbursed by financial institutions has increased from Rs. 133 crores to Rs. 162 crores. So, it is not merely on the basis of number of letters of intent that there is a encouraging trend but even in regard to the implementation also we are making fairly good progress and it will have to be further speeded up.

Then I come to what is our policy with regard to future. There seems to be a confusion with regard to whose policy is this? Perhaps, Members seem to think that each Minister bers seem to think that each Minister may formulate a policy but ultimately it is the government's policy which has to be implemented. Therefore, if there is a licensing policy today which was issued in 1970, it is a decision of the government which was given as the licensing policy of 1970. So also if we have issued a new licensing policy in 1973 it is the government's policy. I may formulate a policy but ultimately it has to be accepted by the government as the government's policy otherwise it has no meaning at all. I find a good deal of maligning of individuals taking place. Not that I am afraid of it. I am accustomed to it. But I want them to understand I am not here to prove my bonafides with regard to my radicalism, I am here as a member of the Cabinet to participate in the formulation of policies and once the policies are framed to implement those policis. If anybody is dissatisfied with it let them criticise and get it modified. This will have to be kept in mind.

As far as policy framed is concerned, we have the 1956 Resolution and this is the basic approach as far as our industrial policy is concerned which has been laid down as far back as 1956. The classical obectives of industrial development in India as they have evolved over the time are well-known and well-understood.

They aim at rapid industrialisation at the rate of 8—10 per cent a year as part of our overall strategy of development. This rate of growth is sought to be combined with a pattern of growth which reflects certain priorities which are outlined in successive five year plans. The mainly consist in the production of basic in investment goods which will result in sustaining the rate of growth in future years, import substitution and export promotion to hasten self-reliance, restraints on the production of non—essential items and adequate and timely growth of output in basic consumption goods. Our pattern of development also has a special aspect, about the hon. was mentioning, in the sense

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that we desire balanced regional development as well as the rapid development of the particularly backward areas in the country.

We have also sought to combine growth with social justice. By 'social justice' we mean a variety of positive and negative measures to contain and reduce the concentration of economic power which is prejudicial to the common good. The positive measures in this area are an exclusive role of the public sector in Schedule A industries combined with an increasingly dominant role in certain other industries included in Schedule B to the Industrial Policy Resolution of 1956.

Secondly, concentration is to be reduced by the promotion of small, medium and new entrepreneurs with financial and other types of promotional assistance being provided for the purpose. Thirdly, both the licensing policy and the MRTP Act are to be used in a co-ordinated manner to channel the resources and expertise available with the established entrepreneurs into priority industries and to ensure that investments made by larger houses and dominant undertakings are subjected to scrutiny and control.

This, in essence, is our policy and this is also reflected in the 1973 Licensing Policy Resolution

SHRI M RAM GOPAL REDDY (Nizamabad): Have Government completely stopped issuing licences to monopoly houses?

SHRI C. SUBRAMANIAM: In the 1973 Licensing Policy Resolution, we have indicated the industries in appendix I in which the larger houses are also entitled to participate. We had too many definitions, one the core sector, the other heavy investment sector, then export promotion sector. Instead of these, we have now identified in appendix I the industries in which the larger houses will be allowed to enter, subject to other conditions, to which I will come later on. The MRTP Act and all those things are still there. But they will be entitled to enter only these areas and no other areas.

Secondly, we had what we call a non-licence area; that is, below one crore of rupees, no licences were needed. But except the larger houses, that is Rs. 35 crores and above, and foreign majority companies, I think all the others were entitled to enter this field subject to certain conditions So much so this was taken advantage of by many of the large houses. That loophole has been plugged As already mentioned, instead of Rs. 35 crores and large and larger houses, we have now only large houses, that is Rs. 20 crores and above. So all the constraints which are applicable to the larger houses now will apply to this area as a whole

Then a charge has been made that these larger houses have grown. Naturally growth leads to further growth. But during which period has this phenomenal growth taken place? The Tatas have gone from Rs. 500 crores to Rs 850 crores or the Birlas have expanded by so much.

SHRI JAGANNATHRAO JOSHI (Shajapur) During Congress rule.

SHRI C SUBRAMANIAM: Yes. Congress, no doubt, we do take responsibility for it. It was during 1966—70 when there was a holiday from licensing in respect of a number of industries. During this period, all these people, particularly the larger houses took advantage of it and entered very many areas. If you look particularly into the licences given later on, you will find how it is reflected. In 1970, that is after this period, we issued 363 licences out of which only 20 were for the larger houses. If you take 1971, 625 licences were issued.

SHRI K. S. CHAVDA: Because the elections were near.

SHRI C. SUBRAMANIAM: Why this political point on an industrial matter, I do not (*Interruptions*). He can have this fling when he speaks.

SHRI NATWARLAL PATEL (Mehsana): We are expected to issue more licences for industrial growth. You must be rather happy about it. The Minister is absolutely right.

SHRI C. SUBRAMANIAM: They have got their opportunities every zero hour. Why utilise this time again for these flings?

I wanted to point out that during the delicensed period growth has taken place. In 1971 out of 625 licences, 114 were for the larger houses. The election was in February-March. Out of these 114 licences 87 are what are called COB licences They carry on business—i.e. units which have been built up during the de-licencing period. Out of 625 only 27 new licences were issued to the larger houses and out of 563, in the later year, you will find 34 c o b. licences and only 26 new licences were issued to the larger houses. Therefore, taking into account the area in which they have been operating and in areas in which they have to operate even now, the number of licences issued to the larger houses are very much restricted. I want to make this claim. But, apart from that, we have now positively laid down in our licensing policy, even though larger houses will be entitled to enter these areas, but preference will be given to the new comers and the middle sector units and if there are applications from the middle sector and the new entrepreneurs, they will be given preference over the larger houses. It in this context I would like the House to look at this joint sector proposal. This is very much misunderstood. It is this joint sector concept which has been misunderstood and, perhaps, even now it it not being rightly understood by some people purposely.

Now, as far as I am concerned, I do not think I will be there for the implementation of the Sixth Plan Project or the formulation of the Plan. In the Fifth Plan are we going to have a mixed economy? Are we going to have a completely public sector economy, is the decision which we have to take to-day?

After considering the various practical aspects, we have come to the conclusion that it is not possible to completely go to the public sector in regard to the entire industrial growth during the Plan. Therefore, there has to be public sector project and there will have to be private sector projects also for the purpose of reaching this industrial growth during the Fifth Five Year Plan. Will the private sector be confined only to the small investment of Rs. 1 crore where no licence is required or to the heavy investment also? Take for example cement. To-day an average cement plant costs Rs. 10 crores to 12 crores. A paper plant costs about Rs. 40 crores. The sugar plant costs Rs. 3 to 4 crores. If you take a fertilizer plant, it costs Rs. 40 to 50 crores. Therefore, for the purpose of reaching the industrial growth it is necessary that the larger houses also and those who have got the capacity to participate in these projects, they will have to be given the opportunity. With regard to these huge resources, how do they have got these resources? If they have to participate certainly by their own resources which are available for this purpose naturally the public sector financial institutions will have to contribute in a big way. Shall we leave this contribution as we have been doing all along or shall we have a dierffent pattern of development; as far as this is concerned, it is a matter which we have to consider. We thought that perhaps in any event we

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have to participate in providing finance and we have done it in the past also. If you take any of the projects you will find, not only loan, contributions have been made by the financial institutions, even equity participation has been there.

Even though there may not have been equity participation initially, the L. I. C., the Unit Trust and various other financial institutions have purchased a large number of shares. If you take any big sized units you will find that the public financial institutions and the Government financial institutions have a large component of equity; sometimes even higher than the share of the larger houses. Still, till now, we are only sleeping partners and the management is completely in the hands of th larger houses, in the 5th plan also all these people will get finance from the public institutions and the management will be purely their concern. Our idea is that when we participate in equity, we should participate in the management also. This is the new joint sector concept We find equity participation has always been there. It might not be mere equity participation now, but it will be participation in management also.

How do we achieve it? We have been shouting how the larger houses have been functioning, how they have been making profits. How are they able to achieve those results? Might be, there was one pioneer when they started the enterprise but that pioneer has vanished and it is only the family, which is now managing these things, not by themselves, even though they may be titular heads but by injecting professional management. When we say the private sector is efficient, we mean the efficiency of the professional management. Even in public sector when we say that something has been achieved, it is not the achievement of the Minister, but it is the achievement of the professional management. Perhaps the Minister was responsible to induct professional management into it. Now, for what purpose is the efficiency of the professional management utilised? The loyalty of the management is to whom? It is to the larger house, not to the enterprise in which they are functioning. Suppose there is a conflict between the interests of the larger house as such and the individual industrial unit, in which the management is functioning, their loyalty is to safeguard the interests of the larger houses. That is the philosophy of the larger house professional management. The management is neutral. Whatever objective is given, they are able to achieve this objective. If you lay the objective as the protection of interest of the larger house they do it to the extent they are efficient and to the extent they are able to exploit the resources to their benefits. Therefore unless you cut this link, this loyalty between professional management and the larger houses, you will find that all these abuses continue. These abuses come in the purchasing policy, in the selling policy, in personnel policy and in the investment of resources. This is how the larger houses grow larger. Because of the efficient management of the professional people.

Therefore when we think of the joint sector this link will have to be broken and we should have the professional management with loyalty to the enterprise and not to the larger houses.

That is how we want to do it.

SHRI DINEN BHATTACHARYYA (Serampore): Change of hearts.

SHRI C. SUBRAMANIAM: Unfortunately as long as there are parties, with their philosophy, no change of heart would take place. So we have to take some other measures for that purpose. That is what we are saying. We say that in the board of management, which is responsible for the policies, we should have a voice. We

should control that management. It is for this that we are trying to find out various alternatives, the chairman being appointed by us, the managing director instead of being appointed either by the larger house or by the Government the board itself all the responsibilities to appoint professional management for this purpose.

This is how we want to professionalise the management for the purpose of achieving the goals of the industrial undertaking, not for promoting the interests of the larger houses as such. This is the concept of joint sector. But, if some of the hon. Members say "no, no. Don't do it. Leave everything alone to the larger houses. Let them manage in whatever way they like," then it is open to them to have their own views. This is the philosophy behind the joint sector. How far it is going to do this, I am not able to say. But, this is worth-attempting and I hope and trust that we will be able to achieve some results out of this.

As somebody said, if we take over a further control, this will be taken care of by our successors who will be responsible for formulating policies later on. Let us not look too far and try to find how things are going to change after five years or fifteen years. This is as far as the joint sector is concerned.

Sir, I have taken a little more time than what I wanted to. I thought that I should place some of the facts before this House as also to the nation so that the nation also knows in which directions we are moving. There has been a good deal of demand for nationalisation. As I already stated, this is a matter of policy which has got to be decided. For the Fifth Plan, can we have nationalisation of more and more sectors or the entire nationalisation? What is the policy in regard to this?

Several Hon. Members referred to nationalisation. In this debate as well as in other debates in Parliament, this question has come up frequently. Within the last week, demands have been raised in Parliament for the nationalisation of a wide variety of industries such as cigarettes, automobiles, cement, tyres and also sugar. The policy in regard to nationalisation has been clearly articulated from the very beginning of the evolution of our industrial policy. Even the Industrial Policy Statement of 1945 contained the following sentence:

> "Within the field considered open for State enterprises, the question whether the existing units which are privately owned should be taken over by the State will be examined on the merits of each type or case".

This was in pre-independent, pre-socialist India. The Industrial Policy Resolution of 1956 clearly stated that "the adoption of the socialist pattern of society as a national objective, as well as the need for planned and rapid development, require that all industries of basic and strategic importance, or in the nature of public utility services, should be in the public sector.... It should also be remembered that it is always open to the State to undertake any type of industrial production."

The Resolution also contained the affirmation that it was "urgent to reduce disparities in income and wealth which exist to-day, to prevent private monopolies and the concentration of economic power in different fields in the hands of small numbers of individuals. Accordingly the State will progressively assume a predominant and direct responsibility for setting up new industrial undertakings and for developing transport facilities. It will also undertake State trading on an increasing scale". As regards 1956 Resolution, even though there is so much of opposition to the State trading in foodgrains, it has just been taken over after a long delay.

More recently, replying to the debate on the President's Address in

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Rajya Sabha on March 3, 1970, Prime Minister had given a clear enunciation of Government's policy which I quoted only the other day on the floor of this House when this matter was raised. But, I would like to repeat the last portion:

> "The economic battle which lies ahead requires many weapons in our armoury and nationalisation is only one of these weapons and it is one which should be used judiciously and with great care".

In a nutshell, it has been, and will continue to be Government's policy to use nationalisation not for its own sake but whenever it serves the public good. It is in this spirit that we have taken over Indian Iron and Steel, Indian Copper Corporation and coking and non-coking coal mines. We have to ensure that policies in this most important matter are judicious and careful and no fitful or capricious. I would, therefore, once again appeal to all sections of the House to show understanding and appreciation of Government's policies in this matter against the background and the broad sweep of the Industrial Policy Resolution of 1956 which we have most recently once again reaffirmed.

Another issue of policy touches on the role of foreign companies operating in India. Our basic tenet in these matters is to maintain an approach of great selectivity in allowing foreign technical and equity collaborations on the one hand and to ensure that we place no hardships or restraints on the free remittances of profits and dividends on the other hand. These two principles go together because we cannot maintain a commercially honourable position with our foreign investors if we are not selective at the point of their entry.

I would draw the attention of the House to the fact that as against about 300 to 400 foreign collaboration approvals that were being given annually in the early sixties, the figures has come down to 200 to 250 in recent years, even though the number of licences has increased considerably. Similarly, while foreign equity was being permitted in about one-fourth of the approvals given in earlier years, the percentage is now around 15 per cent. While we have been and will continue to be selective in this manner in allowing foreign technical collaboration and particularly so in allowing foreign equity investments, we have to maintain a generally non-discriminatory treatment to foreign investors once they are allowed to participate in industrial ventures in India. We should not always think of India as being for ever a capital-importing or a technology-importing country. We are increasingly becoming exporters of capital and to some extent of technology Hon. Members will be interested to know that as many as 97 joint ventures have been approved for the participation of Indian capital in as many as 25 countries abroad. Of these, 37 joint ventures are also in production. We should, therefore, recognise that India is a growing member of an international community. As such we need to be confident and self-reliant It is not as if a country of India's naturity, history, size and industrial culture cannot cope with a cigarette company here or a toothpaste company there. As the Prime Minister has pointed out, we have many weapons in our armoury and we can deal with them in the right manner and at the right time. The ultimate weapon of nationalisation is not the only solution nor is it necessarily the most desirable one.

When we talk of the foreign companies functioning here, we should also consider what about Indian companies functioning abroad? Shall we say we shall never move abroad and remain closed within our boundries without exporting our technology, capital and expertise? What we expect from other countries to be given to us, we should be able to give to others. Otherwise we do not have a policy at all.

SHRI VASANT SATHE: If the foreign companies here exploit our country, does it mean our companies abroad should exploit those countries?

SHRI C. SUBRAMANIAM: These are historical relics and they have to be dealt with as such.

About development of backward areas, most of the points have already been covered. It is not as if by locating a few industries we can make them into progressive areas. Only on the basis of exploiting the natural resources available within each area you would be able to develop that area and also bring in new industries into that area. Here also science and technology play a crucial role. I am sure hon members are aware of the Karimnagar project in Andhra Pradesh.

SHRI K S. CHAVDA: Garibnagar?

SHRI C. SUBRAMANIAM: Yes. We want to make it a prosperous nagar. A team representing various disciplines in our national laboratories has been sent there for making a survey and trying to find out what are the infrastructures which can be built with indigenous resources and what are the industries that can be build up there, how agriculture can be developed, but other allied industries can be brought there etc. Already a project formulation has been made. Unfortunately, events in Andhra have temporarily arrested the progress of this project. But we are not going to be content with the district alone. We want to have a few projects in other areas also so that within the Fifth plan period it would become the general pattern.

16.00 hrs.

SHRI VASANT SATHE: May I know how many licences have been issued in the backward areas?

MR. DEPUTY-SPEAKER: The junior Minister has given the figures.

SHRI C. SUBRAMANIAM: I have answered this nineteen times in this House.

I would like to make an appeal to this side of the House that once we have a policy formulation and once we decide upon a strategy for the Fifth Plan, there is no use of sniping at us. We want your full co-operation. For the benefit of hon. Members, at least on this side of the House, I would like to read a quotation from the speech of a person whom, I am sure, they will respect. He says:

> "If you leave something to the private sector, give them freedom to function within those strategic controls. It is absurd to ask them to function, denying them room to function, denying them the initiative. We have the private sector because we think they will add to our common good, and if we deny them any initiative in this sphere demarcated for them, then they become useless and helpless."

These are the words of Jawaharlal Nehru. You may restrict the area but once you give them an area, then there is no use of saying that they are functioning in that area.

Science and technology was not very much touched upon mainly because perhaps we had a specific discussion on it last year, when I also dealt with it in an elaborate manner. Shri Jagannath Rao touched upon it in his speech. However, meaningful science and technology planning calls not only for a change in the attitude and mode of work of many of our scientific and technological institutions. It also requires that the nation, and particularly Parliament as representatives of the people understands and appreciates what science and technology have done and can do for our collective security and well being. I do not propose to recount here the large number of concrete instances where our Science and Technology effort both in trems of research and development work and in the application of known scientific and technological knowledge has led to social and economic returns. However, we are finding in case after case that where such

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returns have accrued, there has been a realisation at the decision-making level concerned, that outlays on science and technology are qualitatively different from those on other kinds of activities. They not only lead to the building up of productive assets, seen so clearly in our fields, factories and power stations, but they enable us to extract greater and greater efficiencies of production and operation from those assets. Scientific and technological inputs go beyond even the important goals of maximising returns from productive investments already made. They provide the insights and thrust for the character and scope of the new investments to be made in the future.

It is of great importance, therefore, that we recognise that outlays on science and technology undertaken after careful and deliberate planning to ensure not only technical feasibility but capacity to commercialise the relevant technology in the economy quickly and efficiently really constitute not an "expenditure" but an "Investment"; an investment whose character must not be misunderstood merely because the tangible expression of its consequences are better seeds or more efficient factories; indeed, those seeds and factories are only embodiments of the scientific and technological inputs, which are what constitute the sinews of a strong nation with a modern agriculture and industry.

Sir, I have taken more time than I intended. I am proud to belong to this House. But, still, when we watch the proceedings in this House and listen to the various speeches made here, we get an impression that we are in a sinking boat—with our political parties creeking and creeking with our administration completely corrupt and a society sinking and corrupt. This is the sort of impression which one gets. But, I had the privilege of associating myself with another set of people, scientists and technologists during the last two months. Not that, there are no grievances, there are no frustrations, but the dominant mood there is one of self-confidence and a willingness to face the challenges. I want to tell this House that if only we are able to utilise this large reservoir of scientific and technological talent, which we already have, the future of our country is well-assured. Let us not, by what we say here, and what we do here, dampen that scientific spirit also which pervades the country today.

SHRI K. S CHAVDA: Sir, while replying, the hon. Minister said that an Expert Committee had been constituted with regard to the public sector undertakings. I would like to know what action, the Committee had suggested with regard to IDPL, a public sector undertaking.

My second point is this Why the benefits of the small scale sector are being given to foreign firms which are making huge profits? While speaking yesterday, I mentioned ..

MR. DEPUTY-SPEAKER: Please put the question.

SHRI K S CHAVDA: The question is this Why this Government is giving the benefits of the small scale sector to foreign firms?

I would like to ask one more question. I have mentioned yesterday that senior officers of the Industrial Development Ministry, after retirement, have joined foreign firms. I would like to know what steps are being taken to curb this tendency.

SHRI C. SUBRAMANIAM: The question relating to IDPL may be put, when the Demands of the Ministry of Petroleum and Chemicals are taken up.

As far as the matter of retired officers is concerned, it is not the Industrial Development Ministry which is concerned with it, but it is the Prime Minister and the Home Minister who are concerned with it. The question may be put to them.

MR. DEPUTY-SPEAKER: I shall put all the cut motions that were moved by Shri Dinen Bhattacharyya, Shri S. N. Singh and Shri D. K. Panda to vote

All the cut motions were put and negatived.

MR. DEPUTY SPEAKER: Now, the question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the order paper be granted to the President to *complete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1974, in respect of the heads of demands entered in the second column thereof against Demands Nos 58 and 59 relating to the Ministry of Industrial Development"

The motion was adopted

MR. DEPUTY-SPEAKER: The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the order paper be granted to the President to *complete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1974, in respect of the heads of demands entered in the second column thereof against Demands Nos. 95, 96 and 97 relating to the Department of Science and Technology."

The motion was adopted.

[*The motions for Demands for Grants, which were adopted by the Lok Sabha, are reproduced below—Ed.*]

DEMAND NO. 58—MINISTRY OF INDUSTRIAL DEVELOPMENT

"That a sum not exceeding Rs. 1,61,82,000 on Revenue Account be granted to the President to *complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Ministry of Industrial Development'."

DEMAND NO. 59—INDUSTRIES

"That a sum not exceeding Rs 1,01,34,000 on Revenue Account and not exceeding Rs. 24,17,93,000 on Capital Account be granted to the President to *complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Industries'."

DEMAND NO. 95.—DEPARTMENT OF SCIENCE AND TECHNOLOGY

"That a sum not exceeding Rs. 3,19,35,000 on Revenue Account and not exceeding Rs. 17,07,000 on Capital Account be granted to the President to *complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Department of Science and Technology'."

DEMAND NO. 96.—SURVEY OF INDIA

"That a sum not exceeding Rs. 20,19,58,000 on Revenue Account be granted to the President to *complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974 in respect of 'Survey of India'."

DEMAND NO. 97—GRANTS TO COUNCIL OF SCIENTIFIC AND INDUSTRIAL RESEARCH

"That a sum not exceeding Rs. 20,19,58,000 on Revenue Account be granted to the President to

[Mr. Deputy-Speaker]

complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Grants to Council of Scientific and Industrial Research'."

MR. DEPUTY-SPEAKER: The House will not take up discussion and voting on Demands No. 44 and 45 relating to the Ministry of Heavy Industry for which 5 hours have been allotted.

Shri Jyotirmoy Bosu and Shri Ram Avtar Shastri have tabled cut motions to the Demands for Grants. I do not see them here. So, there is no question of their moving them

DEMAND NO. 44.—MINISTRY OF HEAVY INDUSTRY

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 10,50,000 on Revenue Account be granted to the president to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Ministry of Heavy Industry'."

DEMAND NO 45.—HEAVY INDUSTRIES

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 4,52,22,000 on Revenue Account and not exceeding Rs. 43,08,88,000 on Capital Account be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Heavy Industries'."

16.11 hrs.

[SHRI K. N. TIWARY *in the Chair*]

SHRI KRISHNA CHANDRA HALDER (Ausgram): Mr. Chairman, Sir, I rise to oppose the Demands for Grants relating to the Ministry of Heavy Industry.

At the very outset, I would like to say that the progressive land reform is essential and it will expand internal market, will enhance industrial development and will, naturally, open new opportunities for the development of heavy engineering industry. After the newly organised Heavy Industry Ministry, it has become one of the most important Ministry and 16 important basic heavy engineering industries have come under this Ministry.

The most important machine-building units, such as, steel plants, collieries, dock-yards, power generation plants, fertiliser plants, flood control equipment, etc are manufactured for industrialisation and development of the country without foreign aid It can go forward to achieve self-reliance if these basic, vital, industries are run properly But we find utter inefficiency and mismanagement. The cumulative loss in H.E.C, Heavy Electricals and M.A.M.C. is increasing gradually

The total accumulated loss upto 31st March, 1973 will exceed Rs. 100 crores. The cumulative losses of the M.A.M.C. on 31st March, 1972 amounted to Rs. 36.51 crores. During 1972-73, the total loss would be only Rs 3.79 crores. In the Heavy Electricals, Bhopal, the cash losses would be to the tune of about Rs. 60 crores. We must have to find out those black sheep, top officials, who are responsible for heavy losses and who want to sabotage the progress of public sector undertakings of heavy engineering as the agent of private sector monopolists.

In Durgapur, 1500 persons have been recruited recently violating all the rules of recruitment in a politically motivated way. I would like to request the hon. Minister to absorb the Fire Service workers in the M.A.M.C.

The reign of terror in Durgapur is prevalent. It must be stopped for the sake of production.

The Heavy Electricals, Bhopal, is incurring losses from the formative years since it went into production from 1961-62. The unhealthy labour relations exist in the Heavy Electricals, Bhopal. In the draft Project Report, the loss was anticipated for incoming 8 years, that is, upto 1969-70. But still it is incurring heavy loss.

As I mentioned previously, the cumulative loss of the Heavy Electricals is to the tune of about Rs. 60 crores. The capacity of the Plant had to be revised thrice due to the survey made by the Planning Commission for the requirement of heavy electricals in a faulty way. The items to be produced by the Plant had to be changed very frequently. The cases of corruption are rampant. The decisions are getting delayed due to red-tapism though the collaboration agreement with the G.E.C. and the AEI were there. They do not provide all possible technical know-how, specially in regard to turbine generators. Though, in spite of the above facts, the collaboration agreement ended in 1970, it had been renewed.

The industry cannot keep to the commitment of their delivery schedule and sometimes they abnormally lag behind resulting in abnormal delay in commissioning of the power plants in different parts of the country in these days of power crisis.

Regarding Heavy Engineering Corporation, Ranchi, the whole project, since its inception, has been facing a rough weather. The original estimate for the project was Rs. 132.79 crores. Later it was found that items costing nearly Rs. 50 croes were not included. The estimate was revised to Rs. 180.45 crores. This matter did not end here. It was being changed under one pretext or the other, and now the estimated cost of the project has been arrived at Rs. 211.77 crores. It is not sure whether even this is final or temporary.

On faulty planning or estimates, the Committee on Public Undertakings has rightly commented that it is not proper to take grants in piecemeal. They have already spent nearly Rs. 200 crores. There is no coordination between the different plants; so chaotic is the condition that the detailed project report for the Foundry Forge Project did not indicate the year when the rated capacity could be achieved.

Regarding Heavy Machine Building Plant its present rated capacity is only 20 to 25 per cent. The Eighteenth Report of the Committee on Public Undertakings, on page 34, commented as follows:

"The Committee find that the Heavy Engineering Corporation has been able to reach no more than 19 to 20 per cent of its rated capacity in 1970-71 and with 'greatest of efforts' it may be able to achieve this year 30 per cent of the rated capacity. The Committee are constrained to observe that Heavy Engineering Corporation have not even been able to meet in full orders for equipment and machinery required for the Bokaro Steel plant. The Committee understand that in taking a decision on the further expansion of Bokaro, one of the considerations was to ensure that the Heavy Engineering Corporation have adequate load of work. The Committee also find that Government have sanctioned construction of three new steel plants besides expansion of Bhilai and other steel plants. The Committee see no region why in this context, Heavy Engineering Corporation should not be able to pick up the work to its full capacity in the next two or three years and provide to the maximum extent possible indigenous equipment and machinery for meet-

(Shri Krishna Chander Halder)

the expansion requirements of Bokaro and other steel plants and the setting up of three new steel plants.". and so on.

I want to know whether, at least now, Government have assessed the demand specificially for each plant. This is a vital point, for, every time in the past very scant regard was given to this point.

For want of quality control, Rs. 7.94 lakhs worth of equipment were found to be defective and the HEC had to replace the same. Therefore, better quality control is needed.

Both machine and labour are not utilised. In some of the plants, the wastage for both was to the extent of 50 per cent. It must be stopped. For a long time labour relations was not happy. In this connection I want to quote the editorial of the *Times of India* of 15th February, 1973. It says:

"The Minister for Heavy Industry faces a most challenging task. The performance of the sector entrusted to him has by and large been extremely poor so far. The heavy engineering complex at Ranchi, for example, had accumulated losses totalling Rs. 89 crores till March last year and the heavy electrical project at Bhopal Rs. 60 crores. The story almost everywhere has been one of mismanagement, lack of adequate expertise, poor labour relations and, in some cases, even downright jobbery and corruption. The site for the Ranchi unit itself was chosen against expert advice, with the result that about Rs. 4 crores had to be spent on piling. The management has been all along very poor and so prone to nepotism that many promising engineers have left in disgust. The present Chairman is the eighth in the 15 years of the plant's history."

Regarding corruption, I want to quote from the *Hindustan Times* dated 30th November, 1972.

"A year ago the post of a Deputy Superintendent (Personnel) was transferred to Delhi, apparently to enable the incumbent, the wife of a Member of Parliament, to be with her husband. But since it would have been difficult to justify the post in Delhi where the staff numbered less than 20, her designation was changed to a conveniently vague—"liaison officer." Despite the rule about a three-year minimum for promotion, this official had four promotions between 1961 and 1971."

I want to put questions to the Minister. This is a test case, since the incumbent is posted in Delhi—the Minister should, while replying, answer the following important questions:

1. What are the qualifications of this official and at what intervals did the get promotions?
2. Whether she is a 'liaison officer' or has she been promoted further?
3. How many officials with similar qualifications in HEC who joined HEC with her could get any promotion?
4. Whether the rule of promotion was kept in abeyance each time she was promoted?
5. Whether the Government would institute a high-level inquiry and fix the responsibility on officers who deliberately violated the rules to give her promotion?

Sir, she got four promotions between 1961-71. How could this happen? Is it a fact that all such promotions have been given because the incumbent is the wife of a Member of Parliament? If so, to which Party does he belong?

SHRI V. MAYAVAN (Chidambaram): May be from the ruling Party.

SHRI KRISHNA CHANDRA HALDER: It is stated that eight Managing Directors have come and gone. How can one concerntrate on the work if such is the case? It is not a politician's job because Mr K. D. Malaviya was once deputed as Managing Director. We know....

SHRI D. N. TIWARY (Gopalganj): Not Managing Director. He was Chairman.

SHRI KRISHNA CHANDRA HALDER: It should be a technocrat. Now, it is a hotch-potch made up of deputationits No cadre system.

Sir, till 1970, 100 Soviet-trained technicians have left HEC to find employment in USA, Canada and Europe. Many have resigned. There is no rigid system of promotion on merit. There are two warring groups one under the Chairman and the other under the Deputy Chairman.

Sir, only 20 per cent of the workers are covered by the incentive scheme. Unless the entire labour force is covered by the incentive scheme, we cannot turn the difficult corner. I want to know from the Minister in this connection whether the Government is going to form a holding company in this industry and if so, why? I want to suggest a few points to the Minister.

Workers' participation is urgently needed for better production.

There should be a cadre system. Stop taking deputationsts.

Develop a sound system of assessing the demands and production should be oriented accordingly.

End nepotism. Finalise rules of recruitment, confirmation and promotions. These should be followed rigorously for all cadres. Trust our youngmen. Create promotion opportunities for them. You should cover all labcur under the incentive scheme. This is very necessary. All the units under the HEC or Heavy Engineering Industries should be properly coordinated and you should appoint technocrates and non-politicians only at the top. Lastly I would like to say that greater coordination should be ensured between Steel and Mines, Heavy Engineering and Industrial Development for our planned development.

श्री राम नारायण शर्मा (धनबाद) : सभापति महोदय, मैं मिनिस्ट्री आफ़ हैवी इंडस्ट्री की मांगों का समर्थन करने के लिए खड़ा हुआ हूं । सरकार ने हैवी इंडस्ट्री के लिए एक अलग मिनिस्ट्री का निर्माण करके उसकी तरफ़ विशेष ध्यान दिया है भारी उद्योगों की तरफ—और खास तौर पर जो भारी उद्योग सार्वजनिक क्षेत्र में हैं, उनकी तरफ़—विशेष ध्यान देना भी चाहिए था । वर्तमान मंत्री महोदय सार्वजनिक क्षेत्र में काम कर चुके हैं । उनके लाइफ़ इनशोरेंस कारपोरेशन को चलाने का अनभव है । हमें उम्मीद है कि वह हैवी इंडस्ट्री के मामले में—खास तौर पर सार्वजनिक क्षेत्र के उद्योगों के मामले में—विशेष अभिरुचि दिखायेंगे और उनकी बीमारियों को दूर करने की कोशिश करेंगे ।

सार्वजनिक क्षेत्र के उद्योगों के मजदूरों के बीच में काम करने के नाते हमलोगों को उन उद्योगों में होने वाली सब तरह की बातों की जानकारी रहती है । वे बीमारियां उन उद्योगों में घर कर जाती हैं, जिससे उद्योग पनप नहीं पाते हैं और उनका कार्य तथा उत्पादन हमारी आशा के अनुकूल नहीं होता है । जो रिपोर्ट स सर्कुलेट की गई हैं,

[श्री राम नारायण शर्मा]

यदि उन पर टीका करने बजाय मैं सरकार का ध्यान कुछ महत्वपूर्ण बातों की ओर आकर्षित करूं, और सरकार उन पर ध्यान दे, तो वह उद्योग की बड़ी सेवा होगी ।

जो लोग सार्वजनिक क्षेत्र के उद्योगों को बढ़ावा देने के लिए कमिटिड नहीं हैं, उनको जहां तहां से ला कर इन उद्योगों की बड़ी कुसेवा होती है और वे चौपट हो जाते हैं । इस तरह के बहुत से उदाहरण मौजूद हैं । जब वे आते हैं, तो अकेले नहीं आते हैं, क्योंकि अकेले तो वे सारे काम को सम्भाल नहीं सकेंगे बल्कि वे अपने विश्वासभाजनों को भी अपने साथ लाते हैं । जैसा कि अभी माननीय सदस्य, श्री हाल्दार ने बताया है, यह दुर्भाग्य की बात है कि अभी कारखाने को चालू हुए आठ साल हुए हैं और इन आठ साल में आठ चेयरमैन, आठ मैनेजिंग डारेक्टर और जनरल मैनेजर आदि बदल गये हैं । और जब वह आते हैं तब तो अपने साथ बारात लेकर आते हैं, सौ पचास लोगों को लेकर आते हैं । लेकिन जब जाते हैं तो अकेले चले जाते हैं, उस बारात को छोड़ कर चले जाते हैं । तो मैलेडी यह हो जाती है कि यह उसके ऊपर बोझा बढ़ता ही जाता है और संख्या बढ़ती ही जाती है । सरकार तो एम्प्लायमेंट लोगों को देना चाहती है, किसी को हटा नहीं सकती । तो इस तरह से उसका बोझा बढ़ता जाता है और जिनकी जरूरत नहीं है ऐसे लोगों की संख्या बहुत बड़ी हो जाती है और वह केवल उनकी जरूरत नहीं है, वे काम नहीं करते हैं, ऐसी बात नहीं है । वे दूसरों को भी काम नहीं करने देते हैं, इस तरह की परिस्थिति पैदा करते हैं क्योंकि लोगों में आम धारणा यह होती है कि अगर एक आदमी बैठ कर के बिना काम किये पैसा लेता है तो दूसरे को भी वैसा करने की प्रवृत्ति हो जाती है । वह भी उसी प्रलोभन में आता है बिना काम किए हुए पैसे पाने के । बहुत से लोग तो बिना काम किए हुए पैसा ही नहीं ओवर टाइम भी ले जाते हैं । घर बैठे उनको मुनाफे का हिस्सा भी मिल जाता है और इंसैंटिव भी मिल जाता है । उनकी एटेंडेंस रहती है लेकिन काम नहीं होता है ।

इसलिए उद्योग की जो तह की बीमारी है यह उन अफसरों का चुनाव है जो ऐसे निकम्मे लोगों को वहां पर ले जा कर भर देते हैं । होना यह चाहिये कि केवल काम के स्थानों को जब उनके यहां हों तो उन स्थानों पर वहां पर जो लोग लगे हुए हैं उनमें कोई उपयुक्त नहीं हो तभी वे बाहर से आदमी लें । दूसरे उद्योगों में जो लगे हुए हों पब्लिक सेक्टर में, जैसे एक जगह सरप्लस है दूसरी जगह कमी है तो जहां सरप्लस है वहां से उठा करके जहां कमी है वहां दे करके काम चलना चाहिये । लेकिन उनकी यह प्रवृत्ति नहीं होती है और इससे यह होता है कि आम तौर पर लोगों का नैतिक स्तर गिरता जाता है, लोगों में काम करने की रुचि नहीं रहती है और जो काम नहीं करते हैं वही डंडे से शासन चलाने की चिन्ता में रहते हैं । काम लेने वाले भी काम नहीं करते हैं । इसकी वजह से काम नहीं होता है । अगर काम लेने वाले काम करें तो बखूबी काम हो । लेकिन दुर्भाग्य की बात है कि कभी कभी यह देखने में आता है कि जिन की काम लेने की जिम्मेदारी होती है वही काम नहीं करते तो वे दूसरों से काम कैसे ले सकते हैं ? इस तरह की भावना वहां काम करती है और यह उद्योग को चौपट करती जाती है । फिर उद्योग दुर्भाग्य की बात है कि पब्लिक सेक्टर में वह त्याग की भावना, तपस्या की भावना और उद्योग को उन्नत करने की भावना जो होनी चाहिये वह नहीं रहती है । वहां पर जाकर आप देखें आजकल सारे राजे महाराजे चले गए लेकिन ये नए राजे महाराजे वहां पैदा हो गए हैं । ये राजे महाराजे जो ख्वाब भी नहीं देख सकते थे उससे भी ज्यादा ऐश और इशरत के साथ ये रहते हैं । और जब इस तरह से रहते हैं तो न वे काम करते हैं और न काम ले पाते हैं । मैनेजमेंट सुपरफ्लुअस हो जाता

है । सरकार कहती है कि उत्पादकता बढ़ाने के लिए । प्रोडक्टिविटी कौंसिल सब जगह बनी । हर प्लांट में प्लांट कमेटी को बढाने की बात थी जिस से वर्कर्स के टेलेंट को वह इस्तेमाल कर सके, उनके सुझावो को काम मे ला सके। उसकी जाँच कर सके । लेकिन इसकी तरफ किसी की तवज्जह नही जाती । वह शुरू शुरू मे जब पार्टिसिपेशन आफ वर्कर्स इन मैनेजमेंट हुआ था तो कुछ फर्मों मे एक एक वर्कर्स के रेप्रेजेन्टेटिव को रख दिए गए थे । लेकिन वर्कर्स रेप्रेजेन्टेटिव जो हैं उन मे भी मैनेजमेट के लोग यह कोशिश करते हैं कि जो येस मैन हो जो वहा जाकर के उन के काम मे कुछ विघ्न न उपस्थित करे, जिसकी बातो की पहुच उनके ऊपर हाई कमाड तक नही हो, ऐसे लोगो को रखे जिससे कि उनके भेद खुले नही और उन चीजों को दबा कर के रखे । तो वर्कर्स पार्टिसिपेशन इन मैनेजमेट जो है, रिपोर्ट मे 6 उद्योगो के नाम है, माननीय मत्री जी बताएगे कि इसमे से कितने उद्योगो मे वर्कर्स के रेप्रेजेन्टेटिव को बोर्ड मे रखा गया है। और मैं तो यह सुझाव देने वाला हू सरकार को अब निश्चय करना चाहिये क्योकि वह दिन चले गए जब कि यहा सेक्रेटैरियट मे बैठेबैठे लोग विभिन्न स्थानो पर उद्योग चलाए । वर्कर्स का अधिक से अधिक पार्टिसिपेशन उसमे होना चाहिए बल्कि मैं तो सुझाव दूगा कि यूगोस्लाविया के आधार पर वर्कर्स को प्लाट की जिम्मेदारी दे कर के देखे कि वर्कर्स उसको चला पाते हैं या नही । फाइनेंशियल ईशूज को कट्रोल करने के लिए कुछ फाइनेंशियल आदमियो को रखिए, कुछ टेक्नोक्रेट भी रखिए । लेकिन जहा तक सारी चीजो का कट्रोल करने का मामला है, एकोनामी और प्रोडक्शन का मामला है प्लाट की सारी जिम्मेदारी वर्कर्स के ऊपर देनी चाहिए और बोर्ड के अन्दर इट शुड नाट बी ए पार्टिसिपेशन आफ वर्कर्स, इट शड बी ए बोर्ड मैनेज्ड बाई दी वर्कर्स । वर्कर्स का बोर्ड होना चाहिए जो इन उद्योगो को आगे बढ़ाए । सरकार का ध्यान इस दिशा मे जाना चाहिए और सरकार वास्तविक रूप में उद्योग मे लगे हुए लोगो से काम लेना चाहती है तो सरकार को उनके दिमाग को भी इस्तेमाल करना चाहिए, केवल श्रम को ही नही ।

अभी हमारे भाई हैवी इंजीनियरिंग कारपोरेशन राची की बात कर रहे थे । वास्तव में बहुत ही दु ख की बात है और दु ख की बात यह है कि मदर प्लाट कह कर इस प्लाट की अपने मुल्क मे स्थापना हुई थी कि यह प्लाट् बहुत से बडे बडे प्लाटस को भारी भारी मिल्स को अपने मुल्क में खडा करेगा । लेकिन यह मदर प्लाट मिक मदर का काम कर रही है । तो जब मदर सिक हो तो उसका चाइल्ड कैसे होगा ? आज प्रश्न यही आ गया मै मत्री जी की तवज्जह इधर आकर्षित करूगा, रिपोर्ट मे कहा है कि कुछ सुधार हैं । लेकिन रशियन फिगर हम लोगो के सामने दी हुई है कि 30 परसेट इम्प्रुवमेट किया पिछले साल के ऊपर पिछले साल का क्या परफारमेंस था ? टारगेट से अगर उसको कम्पेयर करे तो वह जीरो बटा तीस परसेंट क्या होगा ? जीरो बटा तीस परसेट भी जीरो होगा और जीरो बटा 100 परसेट भी जीरो होगा । 1968 से ये प्रोडक्शन में आये है लेकिन वह जो टारगेट था उसको कभी भी उन्होने अपने लाइफ टाइम मे अचीव नही किया । वह टारगेट अभी भी इनसे बहुत दूर है । अभी भी यह मसूबा हैं कि कि 73 और 74 मे 50 परसेट बढ जायेंगे । मैं कुछ उदाहरण आपके सामने देता हू । हैवी मशीन बिल्डिग प्लाट है उसमे हैवी मशीन का टारगट है 80 हजार टन और स्ट्रेक्चर का है 25 हजार टन । अब हैवी मशीन इन्होने जो तैयार किया है 80 हजार टन के मुकाबिले मे वह है 69–70 मे 24462 टन, 1970–71 मे 23109 टन और 71–72 मे 30468 टन । यह 1969–70, 70–71

[श्री राम नारायण शर्मा]

और 71-72 में तैयार किया है। लेकिन इसकी तुलना 80 हजार से करें तो कर 30 हजार भी 80 हजार का कौन सा हिस्सा होता है यह आप भली भांति अनुमान लगा सकते है। अगर इनकी फिगर देखे ऐन्युअल रिपोर्ट में तो यह कहते है कि हम 65 प्रतिशत अचीव कर गये हैं। यह 65 प्रतिशत कैसे होता है ? इसका हिसाब कैसे बैठता है ? 80 हजार का 30 हजार 65 प्रतिशत कैसे हो जाता है ? फिर उसको अधिक दिखलाने के लिये उसकी वैल्यू की जा रही है। हर साल जो वैल्यू बढ़ती है, उसको वैल्यूएशन के रूप में दिखलाया है।

इसी तरह से जो फोर्ड फाउन्डेशन प्लाट है, उसका टारगेट 1 लाख 20 हजार टन का, उसके अगेंस्ट इन्होंने 1969-70 में 11,635 टन किया, अर्थात् 10 परसेंट आफ दि कैपेसिटी। ये कहते हैं कि 1969-70 में 10 पर्सेंट हो गया, 1970-72 में 15 परसेंट हो गया, 20 परसेंट हो गया, 30 परसेंट हो गया,—यह क्या बढ़ता है ? मैंने अभी बताया कि 1969-70 में 11635 टन हुआ, यह सेलेबिल गुड्स का है। 1970-71 में 16031 टन किया, 1971-72 में 20954 टन किया—यह सब 1 लाख 20 हजार टन के अगेंस्ट है।

इसी तरह से आप देखेंगे कि इनका जो हैवी मशीन टूल प्लाट है उसमें 278 मशीने बनाने का लक्ष्य है, लेकिन 278 के मुकाबले 1969-70 में केवल 27 मशीनें बनी जो 10 परसेंट से भी कम है। यदि टनेज के रूप में लें तो इसकी कैपेसिटी 10 हजार टन की थी उसके मुकाबले केवल 542 टन बना, एक हजार टन भी नहीं बना, यदि एक हजार टन बनता तो 10 परसेन्ट होता। मशीनो का नंबर 10 परसेन्ट है, लेकिन टनेज में तो केवल 5 परसेंट ही है। 1970-71 में 28 मशीनें बनाई, अर्थात् केवल एक मशीन अधिक बनी, लेकिन 1971-72 में फिर 20 मशीनें ही बन पायी, अर्थात 27 से घट कर 20 रह गई यह हैं इनका टारगेट का एचीवमेंट।

1969-70 में इन्होंने 18 करोड 18 लाख रुपये का घाटा दिया, 1970-71 में 14 करोड 43 लाख का घाटा दिया और 1971-72 में 15 करोड 85 लाख का घाटा दिया। वहां पर वर्कस को यह धारणा है कि इसमें लगभग 8 करोड रुपया वेजेज के रूप से दिया जाता है और 8 करोड रुपया आफिसर्ज की तलब के रूप में जाता है, अर्थात् दोनो में 50 50 का अनुपात है। यदि सरकार इस प्लाट को बन्द करके 16 करोड रुपया दक्षिणा देकर उनको छुट्टी कर दे तो वे लोग कुछ और काम करके देश के लिये कुछ और निर्माण कर सकते है—इस तरह की परिस्थिति वहां पर हो गई है। उन लोगो का यह भी कहना है कि इस प्लाट की जो कैपिटल कास्ट है, उससे तीन गुना घाटा दिया जा चुका है। 1966-67 में यह प्लाट चालू हुआ था और अब हम 1973-74 की बात कर रहे है—तब से लेकर अब तक तीन गुना घाटा दिया जा चुका है।

इनकी रिपोर्ट यह बतलाती है कि इसके लिये एक टास्क-फोर्स बनाई गई है। हमे पता नही है कि वह टास्क-फोर्स यहां से बैठकर टास्क करेगी या आन-दी-स्पाट जा कर टास्क करेगी। उस टास्क-फोर्स के साथ जिस फोर्स को काम करना है, उससे भी कोई सम्पर्क होगा या नहीं।

एक बार मैं इंजीनियरो से बात कर रहा था। उन्होंने कहा कि हम लोगों की 80 परसेंट अन-यूटिलाइज्ड कैपेसिटी है। इनकी प्राडक्शन है 19-20 परसेंट और इनकी अनयूटिलाइज्ड कैपेसिटी है 80 परसेंट, इसलिये यह हिसाब मिल जाता है। इस अनयूटिलाइज्ड कैपेसिटी के लिये ये लोग

कहते है कि हमारा काम इसलिये नही हो सका कि हमारे यहां ट्रेन्ड परसोनल का अभाव है। अब हम रेलवे से लोगो को लेने वाले हैं। इनके यहा इतनी बडी संख्या में ट्रेण्ड-परसोनल है, इजीनियर्स हैं, टैक्नीशियन्ज हैं, ह्यूज आर्मी है, उसके बावजूद भी कहते हैं कि ट्रेन्ड परसोनल नही है। पिछले माह सी० टी० आई० वाले स्ट्राइक पर बैठे थे, बहुत लम्बी चौडी स्ट्राइक के बाद उनका फैसला हुआ था। वहा पर कोई देखने वाला नही है। वर्कर्स पार्टिशिपेशन तो दूर रहा, इण्डस्ट्रियल रिलेशन भी देखने के लिये कोई आदमी नही है। इण्डस्ट्रियल डायरेक्टर परसोनल कहा से होगा, जब वहा इण्डस्ट्रियल रिलेशन देखने के लिये भी कोई प्रापर आदमी नही है। इस समय भी 19 हजार आदमी काम करते हैं —मास्टर रोल, आफिसर्स और दूसरी लेबर को मिला कर। तीन साल पहले इनकी सख्या 16 हजार थी, इस तरह से फौज बढती जा रही है। इस लिए बढती जाती है कि विभाग बार-बार बदलता जाता है। एक बार की बात है कि यहा से एक कमेटी वहा गई थी, उसने कहा कि बहुत बडी संख्या में सरप्लस लेबर है, उस को कम करो। जब तक उस कमेटी की रिपोर्ट आई, तब तक वहा दूसरी कमेटी पहुच गई और उस ने कहा कि अधिक से अधिक लोगो को काम किस तरह से दिया जाय, उस तरह से प्लान करो। समझ मे नही आता कि यह सब किस तरह से होता है, किस तरह से प्लानिंग चलता है। एक आदमी डायरेक्शन देता है कि वहा बहुत बड़ी सख्या मे लेबर सरप्लस है, उस को यूटिलाइज करो, तब तक वह हाथ बदल जाता है और दूसरा आदमी वहां जाता है, वह कहता है कि अधिक से अधिक एम्पलायमेन्ट प्रोवाइड करना है। मुल्क में अनएम्पलायमेन्ट है, इस लिए अधिक से अधिक एम्पलाय करने की व्यवस्था करो। कम से कम डिसिशन तो डिसाइसिव होना चाहिए। यदि हम अधिक से अधिक लोगों को एम्पलायमेन्ट देना चाहते हैं तो हम को इन सब झमेलों में नही जाना चाहिए। छूट दे देनी चाहिए कि वहां पर जितने आदमियो को रख सको, उतने आदमियो को रखो।

जब कोई बात आती है तो, सभापति जी, कहा जाता है कि वर्कर्स मे राइवलरी है। 10 यूनियन्ज रजिस्टर्ड है और उन मे भी कई यूनियनो मे दो-दो फाक है, इस तरह से 12–14 यूनियन्ज हो जाती हैं। सरकार कहती है कि हम तो यह चाहते हैं कि हर बड़े उद्योग मे एक यूनियन हो, तो सरकार को उस दिशा मे भी कदम उठाना चाहिए। अगर जरूरत पड़े तो एक ही पोलिटीकल पार्टी भी बनाने की कोशिश करनी चाहिए। मुल्क मे एक यूनियन एक पोलिटीकल पार्टी एक झण्डा—झण्ड चाहे अलग अलग हो—लेकिन जब हर मिनिस्टर की अलग अलग यूनियन हो जाती है तो उसका क्या इलाज होगा। आज एक मिनिस्टर वहा जाते है एक यूनियन को आशीर्वाद दे आते है, वह झण्डा लेकर खड़े हो जाते है। दूसरे मिनिस्टर जाते हैं, वह दूसरी यूनियन को आशीर्वाद दे आते हैं, एक ही झण्डे के नीचे कई-कई यूनियन्ज हो जाती है। इनमे कई यूनियन्ज ऐसी है जो इसी पार्टी की है, जिसकी यहा से वहा तक हुकूमत है, लेकिन किसी को सेन्टर की पट्रोनेज मिली है, किसी को स्टेट की पट्रोनेज मिली है। यूनियन्ज के प्लेटफार्म को इस्तेमाल कर के, वर्कर्स को बदनाम करके, वर्कर्स को गुमराह कर के, इस तरह की जो बातें की जाती हैं—वह उपयक्त नही जचता है।

बोकारो को ले लीजिये—उसका भी एक लक्ष्य है, हालाकि वह इस मे नही है और इसी वजह से मै उसमे नही गया हू। बोकारो का प्रोडक्शन अप्रेल–मई–जून मे शुरू होना था, अक्तूबर मे शुरू हुआ और उसके लक्ष्य के अनुसार जो उसकी रिक्वायरमेन्ट थी वह आज तक पूरी नही हुई, शायद अब पूरी होगी जो 1971 मे पूरी होनी चाहिए थी।

[श्री रामनारायण शर्मा]

तो इस तरह की बात चलती है। इन्हीं शब्दों के साथ मैं माननीय मंत्री जी का ध्यान आकर्षित करूंगा और चाहूंगा कि इस विभाग में या उद्योग में लगी हुई बीमारियों का अगर इलाज करेंगे तो पूरी सफलता का श्रेय उनको मिलेगा।

SHRI S. M. BANERJEE (Kanpur): Mr Chairman, Sir, at the very outset, I welcome the formation of the Ministry under a very dynamic person. Shri T. A. Pai and an extremely hardworking person, that is, Shri Siddeshwar Prasad. I also welcome the appointment of a technocrat of a very high calibre—a high quality—Shri Manohar Sondhi as Secretary of this Department.

It is known, most probably, to the entire House that Shri Sondhi was one of those under whose guidance we achieved in our defence industry manufacture of a tank, called Vijayanta tank and we defeated the Patton tank supplied by the United States in our war with Pakistan. It is a very healthy sign that the Government of India have started appointing technocrats in place of I.A.S. and I.C.S. officers as Secretary of the Department. Previously, Shri Wadud Khan was appointed Secretary of the Steel Ministry. I am sure, the person like Shri Pai will be able to do much if he remains in this Ministry. The whole difficulty is that once the Minister has a grip over the whole problem, he is immediately shifted. I would request the hon. Prime Minister to kindly realise this and give some more importance to such industries and keep on continuing him there for at least three years so that he may improve those projects. Otherwise, the Minister comes and goes away and other people think that they too are working casually as a casual minister does.

16.53 hrs.

[SHRI N. K. P. SALVE *in the Chair*]

I have a great hope that these public undertakings—these wee also described by our late lamented Pandit Jawaharlal Nehru as places of pilgrimage—will advance and prosper under the wise guidance of Shri Pai.

Many hon. Members have criticised the working of the public undertakings like the H.E.C., H.A.L., B.H.E.L., Steel and structural undertakings under this Ministry. I am not pessimistic about the working of these undertakings. I know that a day is not very far when these industrial undertakings would be the show-piece of our country. I am sure, that the country has realised it now that the main cause for our victory over Pakistan was not only because of the might of our army—the superiority of our army—but also cause of the growth of our public sector undertakings in our country. This is also due to our self-sufficiency in many spheres whereas Pakistan had to depend for everything on other countries. Indeed we should not be so pessimistic about the whole things that things are not good. After all if you compare the progress that has been made by H E C, in 1960 or 1961 and 1972-73, there is a vast difference I am sure that things have improved.

Hon. Members criticised him. Even Shri Sharma was telling the same thing. We have a suggestion to offer 'Why don't you recognise the unions on the basis of the representative character? Who is going to asses the representative charater unless there is a ballot? Let the workers elect their own representative by means of a ballot.

Any Member who is elected whether with a red flag or any other flag should be given a chance to work for 2 years and that should be the representative union. I would not say much about Ranchi because things have improved there. But it is true that the position is not so good in HEL, BHEL etc. Retired railway officers are made either Chairman or Managing Director of these undertak-

ings. When a person after retirement at 58 or 60 years comes, naturally he loss all initiative and the other persons from whom he has to take work also lose their initiative. So, I request the Minister not to appoint retired personnel to these undertakings. I do not say after retirement people become senile; not always. In politics there is no age of retirement, but in other sectors, some age of retirement should be there. I visited HEL, Bhopal when Pandit Nehru was Prime Minister. There were strikes there because the Chairman did not keep his promise. When I met him, he was smoking a hookah and he said, "Mr. Banerjee, let it be close for 10 or 12 days. I am not going to settle their grievances." In contrast, the other day when a token strike for a day was coming up in BHEL in Hardwar and when we approached the Minister, he said, "I do not want production to stop for a minute, not to speak of a day." In spite of pressures on him from various quarters not to negotiate with the union, he gave the instructions that negotiations should start. That should be the spirit. I assure him our full co-operation because he has proved his impartiality and sense of justice before the workers

At the same time, I want to give some suggestions. Braithwaite (India) Limited is a new concern taken over by the Government of India after a proper enquiry. It is one of the biggest units employing about 7300 skilled workmen, some of them highly qualified technical personnel. I am told one of the top army officers who was absolutely unsuccessful in the Heavy Vehicle Factory at Avadi has been shifted to this unit. I have no grouse against him; I do not want to impute any motive. But he is a true Army General and he wants the civilians also to behave like Subedar-Majors, which is impossible in a public undertaking. He may be a most efficient officer. But he is a high-browed person who does not believe in trade unionism and considers it an unavoidable nuisance. He should change his behaviour. Otherwise, things will become worse. In Avadi, when civilian officers like Mr. Sondhi were there, there was not even a day's strike, even though we were itching for a strike

17.00 hrs.

We were very eager to organise a demonstration in Avadi but we could not do it because the workers were really happy. I do not want to name this officer. This army General is behaving in a fashion which is unbecoming of a General Manager or Managing Director of a big public sector concern.

I should say something about BHEL, Hardwar. The hon. Minister knows the demand of the workers of HEL, Hardwar. In fact, they came in a procession and met the hon. Minister. I am thankful to Professor Siddheswar Prasad, who spent practically six hours to discuss their demands. They are a wonderful lot of young people with enthusiasm and ambition. Thev really want to work for the fulfilment of our mission and lead us to socialism. They want to translate our slogan of socialism into action. They have certain problems. While the employees of every public sector undertaking gets a bonus, because of the limitation of five years and so on, these workers are deprived of any bonus. If necessary, the Bonus Act should be changed so that they can be given bonus. Any employee who has worked to the satisfaction of the officers for more than one year should be paid bonus.

Then there is the question of the work charged establishment employees. There are people who have worked for more than 8 to 10 years. They are still temporary, casual employees, not getting any of the benefits which the other employees get. I know that those posts are now being converted into permanent and regular posts and their services are being regularised. I would say that those who have put in three years should.

[Shri S. M. Banerjee]

be treated as regular employees. Unless there is security of service and the workers feel secure, how can you expect them to give their best? Now their services can be terminated without any notice and they are not entitled to the medical treatment or quarters. I would request the hon. Minister to see that something is done to help such workers who are doing their work to the best of their efficiency.

Then I come to the Triveni Heavy Electricals, Allahabad (Naini). Recently, there was a strike there. That strike took place because of the hotheadedness of some officials Fortunately, the strike was settled at the instance of the Centre.

Unfortunately, the State labour laws are made applicable to all these public sector undertakings. So, it becomes difficult for the hon. Minister, the Secretary of the Ministry, or the Chairman of the Corporation to act expeditiously because they have to depend on the State Government for the application of labour laws. This is a peculiar position. It is a Central project, the decisions of the Wage Boards appointed by the Central Government are implemented there and even the Central standing instructions are made applicable to them. But when the applicability of labour laws comes, it is the State laws that are made applicable. The result is that State politics plays a very vital role in the matter of the working of unions. Suppose a State Labour Minister is allergic to a particular union, then, he immediately recognises or registers that particular union. The question was raised in this House and it was suggested that these public undertakings should be covered under the Central Labour Laws. This will help in better management and the hon. Minister, from here, would be able to control. The Chief Labour Commissioner (Central) can intervene in the matter effectively, submit a report here, whether of success or failure and immediately things can improve. But, here, you have to ask the Chief Ministers. Sometimes, the Union Labour Minister and the State Labour Ministers intervene and sometimes politics—this is human weakness—has to play a very vital role. I would urge that this should be done at the Central level and the Hon. Minister should apply his mind to this.

Now, I come to the functioning of the various sections. I fully support hon. Member Shri Sharma when he said that the workers should be given due share. Due share in what? The share should be not only in matter of bonus These public undertakings, according to Pandit Jawaharlal Nehru are places of pilgrimages, they are our show-pieces and they will take us towards socialism today or tomorrow. All the units are going to be nationalised. I am waiting for that day. I wish I am alive to see this The workers have to be given a proper role. He must have a feeling that a particular project belongs to him and he should be given a position. He should be made a Member or a Director Participation of labour in management was a slogan given by Shri Nanda, and owned by this Government. But, what happened to that? Except in Durgapur and certain other places, this has not been fully implemented. I would request Mr Pai—who was formerly Chairman of LIC where he has dealt with so many unions and federations effectively and efficiently—to give proper place to the workers, on the Boards etc.

Then, elected section committees must be formed in all public undertakings. These should not be nominated. Once you nominate, it will be difficult for you to assess whether it is Banerjee's union or any other union. You will be in difficulties and you will be confronted with a bundle of flags and it will be difficult for you to function.

Another point is about the scheme of joint consultative machinery. All the defence undertakings, all the P&T undertakings, and in fact the entire

Railways are covered by the joint consultative machinery both at the national level, at the departmental level and at the third and fourth levels. Why such a machinery could not be formed in the public undertakings? Once the workers get a forum, where they can ventilate their grievances, there is bound to be no labour unrest.

Labour problem is essentially a human problem. I can assure the hon. Minister that once these ideas are properly considered, objectively and dispassionately, there will be no trouble in these undertakings and I assure the hon. Minister,—from my side and on behalf of those unions which I represent—that we shall not fight for nothing; if we have to fight, we shall fight only in self-defence and not to offend the Union Minister or sabotage anything. We know that there are people who are after public sector. We know that there are right reactionary forces which are after defaming the public sector. But, once this tirade starts against the public sector, once this campaign starts against the public sector, headed by these reactionary forces, we shall leave all other demands and we shall defend the public sector with all our might, whether our demands are conceded or not. Our first aim is to protect the interests of the public sector undertakings, to see that more and more industries come under public sector. The day, when every industrial unit in this country will come under one flag, will definitely come.

श्री शशि भूषण (दक्षिण दिल्ली) : मैं मंत्री महोदय को मुबारिकबाद देता हूं कि उन्होंने बहुत ठीक समय पर और जिस पर हिन्दुस्तान का भविष्य निर्भर करता है, उस विभाग को अपने हाथ में लिया है। वह जीवन में जहां भी रहे हैं कामयाब रहे हैं और यहां भी मैं उनकी सफलता की कामना करता हूं। उनके उप मंत्री जो जहां साहित्यिक हैं, गरल पीना जानते हैं, अमृत वर्षा करना भी जानते हैं। मैं समझता हूं कि उन दोनों के मजदूरों के साथ बड़े अच्छे सम्बन्ध रह सकेंगे। यह जोड़ा बहुत मुनासिब है।

पब्लिक सेक्टर का विरोध समझ में नहीं आता। हमारी पार्टी इसका विरोध करे यह तो हो ही नहीं सकता है। पब्लिक सेक्टर की जो फलसफा है, हमारी पार्टी की जो फिलोसोफी है, पोलिटिकल फिलोसोफी है वह यह है कि हम समाजवाद लाना चाहते हैं। समाजवाद का मतलब ही यह है कि प्रोडक्शन और डिस्ट्रीब्यूशन जनता के हाथ में हो। इसलिए जो लोग आधी भावना से पब्लिक सेक्टर के प्रति मान्यता रखते हैं, मैं चाहता हूं कि देश को बल प्रदान करने के लिए उन्हें पब्लिक सेक्टर पर पूरा-पूरा विश्वास करना चाहिए और इस काम में सहयोग देना चाहिए ताकि वह आगे बढ़ सके।

पिछले दिनों पब्लिक सेक्टर में कुछ खामियां रही हैं। उसकी सब से बड़ी वजह यह थी कि कोई ऐसी जगह नहीं थी जहां से प्रापर मैनेजमेंट वहां पहुंच सकता। यू०पी०एस० सी० जैसे है, उनका एक सिस्टम है, अपना केडर तैयार करते है लेकिन पब्लिक सेक्टर में कोई अभी तक उस ढंग का केडर बनाने के लिए संस्थान नही बना। ब्यूरो आफ पब्लिक एंटर प्राइजिज बना है लेकिन वह भी पूरे तौर पर काम नहीं करता है। मुझे खुशी है कि यू०पी०एस०सी० में अब तक आई०सी० एस० चेयरमैन होता था और अब वहां टेक्नोक्रेट आ गया है। मैं समझता हूं कि इसी तरह से एक टक्नोक्रट के मातहत ऐसी संस्था का निर्माण होना चाहिए जो सही मैनेजर चुन सके।

देश के अन्दर एक इंस्टीट्यूट फार पब्लिक अंडरटेकिंग्ज बनना चाहिए जो सरकार के अन्तर्गत हो, उसमें लेबर और मैनेजमेंट के प्रतिनिधि फोरम बनाए और दोनों अपनी अपनी बात वहां रख सकें और निर्णय ले

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सकें और किसी पर ज्यादा निर्भर न रहना पड़े। जो साधारण काम होते हैं और जिन के रास्ते में अंडर सैक्रेटरी और दूसरे लोग दुविधा डालते हैं न डाल सकें बल्कि व अपने पैरों पर खड़ा हो सकें। इस ढंग से कोई व्यवस्था हम को करनी चाहिए।

सिफारिमें इतनी पब्लिक सैक्टर मे आती हैं कि उनके आधार पर बहुत ज्यादा लोगों को रख लिया जाता है। इनकी वजह से नैपोटिज्म भी वहा घुसा रहा है। आपने पढ़ा होगा कि इटली में पार्लियामेट ने एक बिल पास किया है जो एक्ट बन गया है जिस में यह व्यवस्था है कि अगर कोई मैम्बर पार्लियामेट सिफारिश करेगा तो उसको पांच हजार रुपये जुर्माना देना पड़ेगा, अगर कोई अफसर उसकी सिफारिश को छिपा लेगा तो उस को भी जुर्माना देना पडेगा। मैं चाहता हू कि हम को भी ऐसा कानून बनाना चाहिए जिस मे एम एल एज और एम पीज सिफारिश करे तो उनको फाइन देना पडे। इसके साथ साथ जिन अफसरों को क्षमता दी जाती है किसी कार्य को करने की, वे अगर उसके बाहर जा कर काम करते हैं तो उनकी भी किसी भी तरह से बढ़ोत्तरी न जाए, उनको फाइन भी किया जाए, तरक्की भी उनकी रोकी जाए और वक्त हो तो उनको निकाला भी जाए। सख्ती के साथ सिफारिशो को आप कानूनी ढग से नही रोकते हैं तो अच्छे नतीजे निकलने की आशा नहीं की जा सकती है। पब्लिक सैक्टर में आंख बंद करके भरती हुई है। उसका नतीजा यह है कि हम को नुकसान उठाना पड़ रहा है। लेकिन इसका मतलब यह नही है कि पब्लिक सैक्टर ने कुछ नही किया है। रांची का कारखाना है। हमारे देश को इस पर गर्व होना चाहिए। यह कोई भैंस नहीं है जो रोज दूध देगी और रोज आप उसको तोल लेंगे। बड़ी बड़ी, चालीस चालीस लाख की मशीनें हैं जो कभी कभी खांचा बनाने के लिए, प्रैशर देने के काम मे आती है, मिलिट्री के तथा दूसरे बडे बडे कारखानों की मशीने बनाने के काम में आती हैं और आप चाहें कि रोज वहा से आप को दूध मिले तो यह सम्भव नहीं है। लेकिन जो पब्लिक सैक्टर के प्रति दुर्भावना रखते हैं और प्राइवेट सैक्टर को ईश्वर का वरदान समझते हैं वे अंधविश्वासी हैं, ऐसा मैं मानता हू। देश को पब्लिक सैक्टर पर गर्व करना चाहिए। लेकिन जिन की इनके प्रति दुर्भावना रहती है उनको सद्बुद्धि आए तो अच्छा है।

मजदूरो के अधिकारों का भी सवाल है। उस ओर ध्यान नहीं दिया गया है। देश में श्रम की प्रतिष्ठा नही हुई है। अफसर श्रमिको से बहुत दूर हैं दिल्ली तौर पर, दिमागी तौर पर और आर्थिक तौर पर दूरी तो है ही। व्यवहारिक तौर पर भी उनको उन में रुचि लेनी चाहिए ट्रेड यूनियंज में भी प्रजातंत्रीय ढंग लाना चाहिए। सीक्रट बैलट द्वारा चुन कर

जो उनके प्रतिनिधि आएं उनको मैनेजमेंट में हिस्सा आपको देना चाहिए । लेकिन अफसर बड़ा चतुर होता है क्यों कि यह बुद्धजीवी होता है । वह कई यूनियनें बनवा देता है । अगर हम प्रजातंत्रीय ढंग लागू करें तो मैं समझता हूं कि मैनेजमेंट सुचारु रूप से चल सकता है । दो तीन साल पहले हमने एक कान्फ्रेंस की थी । प्रधान मंत्री उस में आई थी । पाई साहब भी आए थे । वह मैनेजमेंट के सिलसिले में थी । वहां सभी ने कहा था कि मैनेजमेंट में वर्कर्ज का पार्टिसिपेशन होना चाहिए । लेकिन अभी तक उसकी कोई व्यवस्था नहीं बनी है । इसको आपको जल्दी करना चाहिए ताकि मजदूरों में आत्मविश्वास की भावना पैदा हो सके और वे समझ सकें कि जिस फैक्ट्री में वे काम करते है वह उनकी अपनी फक्ट्री है । इस से बहुत सी यूनियंज बनाने का जो लोगों को मौका मिलता है नहीं मिलेगा । कुछ लोग हैं जो वैचारिक तौर पर पब्लिक सैक्टर के खिलाफ नहीं हैं लेकिन सोवियत कोलेबोरेशन से जो भी पब्लिक सैक्टर देश में बना है, पता नहीं उसके खिलाफ वे क्यों हैं । चीन की प्रतिक्रिया या किसी दूसरे देश की प्रतिक्रिया का उन पर असर है यह मुझे पता नहीं । उसे वे अन्दर से सैबोटाज करना चाहते हैं । उनको इस बात का खयाल नहीं कि ये कारखाने हमारे देश के हैं, इन से देश तरक्की करेगा । लेकिन वे तोड़फोड़ वहां करते हैं । कभी दुर्गापुर में कुछ तोड़ देंगे और कभी दूसरी जगह । लोगों से हमें सतर्क रहना चाहिए । अन्तर्राष्ट्रीय तौर पर लोगों में झगड़े हो सकते हैं, कोई सोवियत संघ को पसन्द करता है कोई नहीं करता है और वह चीन को करता है । उनकी राजनीति बेचारे कारखानों में आए, ऐसी दयनीय स्थिति पैदा नहीं होने दी जानी चाहिए । मैं डिटेल में जाना नहीं चाहता । सब लोग एक दूसरे के वाकिफ हैं, कोई नया परिचय नहीं है । इस देश की प्रगति को कोई रोक नहीं सकता है, पब्लिक सैक्टर के स्थायित्व को कोई रोक नहीं सकता है । दुनिया की कोई ताकत इस देश की आर्थिक तरक्की को नहीं रोक सकती है । थोड़ा सा प्रयत्न हुआ था लेकिन यह देश सम्भल गया । हम अपने दोस्त और दुश्मन को पहचानते हैं । हिन्दुस्तान सैनिक दृष्टि से विश्व की चौथी ताकत है । आर्थिक दृष्टि से भी इसको बड़ी ताकत बनना चाहिए और अपने पैरों पर खड़ा होना चाहिए । कोई देश विदेशी परम्परा या विचारों से तरक्की नहीं करता । नोडफोड के तरीके बन्द करके निर्माण के तरीके अपनाने चाहिए और मिल कर आगे हमको बढ़ना चाहिए ।

पब्लिक सैक्टर ने बहुत सा इम्पोर्ट बचाया है, धन बचाया है । एक साहब अभी कह रहे थे कि आठ करोड़ अफसरों को जाता है और आठ करोड़ मजदूरों को तो दक्षिणा दे कर इनको बन्द करो, तो यह कैसे हो सकता है । हमारे देश का सारा भविष्य इन पर निर्भर करता है । बोकारो का कार-

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खाना, राची का कारखाना और दूसरे कारखाने जो हैं इन पर निर्भर हो कर हम बड़े बड़े प्लाट बना रहे है। प्लाट्स को चलने के लिए टैक्नीकल ट्रेनिंग की जरूरत है कारखाना बनाने के बाद इसकी व्यवस्था हो सकी है। इस तरह के देश अगर आप जर्मनी से या अमेरीका से तुलना करे या ब्रिटेन से करे तो यह ठीक नही होगा। मिलाई मे जो बेचारे जमीन खोदते थे आदिवासी वे टैक्नीकल काम मे लग गए हैं। कौन दुनिया मे यह सोच सकता था कि जगलो मे रहने वाला, हजारो साल से खुली हवा मे रहने वाला इस तरह से टैक्नीकल काम कर सकता है। जो सामाजिक परिवर्तन इन बडे बडे कारखानो मे लाया है, देश के सोचने के तरीके को बदला है, वैज्ञानिक तरीके को अपनाया हैं और जो इन बडे कारखाना की देन है वह बहुत बडी देन है और उससे अगर कोई इन्कार करता है तो मैं समझता हू कि वह देश का शुभ चिन्तक नही है।

रिसर्च और डेवेलपमेंट के सैक्टर को और तेजी से और उस को काफी मदद दे कर बढाना चाहिये। मेरा तजुर्बा है कि टाटा रिसर्च सैंटर हो या दिल्ली क्लाथ मिल वालो का रिसर्च सैंटर हो, वे गवर्नमेंट से ग्रेड लेते है पी० एल०-480 से ग्रेड लेते हैं लेकिन लाभ खुद लेते हैं और नुक्सान सरकार को देते हैं। इसलिए हमारे रिसर्च सैंटर अपने पैरो पर खडे होने चाहिए। मुझे मत्री महोदय के नेतृत्व और अपने इंजीनियरज तथा वैज्ञानिको की योग्यता पर पूरा भरोसा है। मुझे आशा है कि वे हमारे उद्योगो की तरक्की के लिए नई नई चीजे ईजाद करेंगे।

कैडर और डिसिप्लिन का सवाल भी बहुत जरूरी है। जब कोई तालाब सूख जाता है तो मछलिया भी मर जाती हैं और बगुला भाग जाता है। इसी तरह जब किसी कारखाने में घाटा होता है, तो उस के बडे अफसर वहा से चले जाते हैं। इसलिए मैं चाहता हू कि इन उद्योगो मे काम करने वालो को स्थायित्व दिया जाये और उन की क्षमता को बढ़ाया जाये। यह तय कर दिया जाये कि जो इजीनियर किसी फैक्टरी मे काम कर रहा है, वह दस साल तक कही और नही जायेगा। कुछ लोग ट्रेनिंग सरकारी उद्योगो मे लेते हैं, सरकारी पैसे से मैनेजमेंट ट्रेनिंग लेते है, दो तीन साल के बाद अमेरीका जाते हैं और फिर किसी प्राईवेट कारखाने मे चले जाते हैं। वे तोड-फोड का सैक्टर पब्लिक सैक्टर को बनाते है और सेवा करते हैं प्राईवेट सैक्टर की। प्राईवेट सैक्टर के लोग इन आफिसर्ज को बहुत ब्राइब करते हैं। अगर कोई अच्छा टेक्नीशन हो, तो वे उस को खरीद लेते हैं। हमे सीधी साहब पर फक्र है। अगर वह विदेशो मे जाये, तो उन को लाखा रुपय मिल सकते है। अच्छे टेक्नोक्रेट्स के लिए पैसे की कमी नही है। जो लोग पब्लिक सैक्टर मे काम करते है और त्याग करते हैं, उन की सराहना करनी चाहिए। हम यह कोशिश करनी चाहिए कि कोई हमारे यहा काम सीख कर बाहर न जाये, हम अपनी टैलेन्ट को बाहर न जाने दें, हम उन को काम करने और तरक्की का मौका दे।

जब हम ने देश मे समाजवाद लाना है, तो अफसरो और मजदूरो मे जो व्यावहारिक फर्क है, उन को दूर करने के लिए भी हमे आवश्यक कार्यवाही करनी चाहिये। पब्लिक सैक्टर की तरक्की के लिए यह जरूरी है कि मजदूरो और अफसरो के दिलो मे समाजवादी चेतना जाग्रत की जाये और उन दोनो मे अच्छे सम्बन्ध स्थापित हो। मिनिस्ट्री को समाजवाद के लिए कमिटिड कैडर बनाने के लिए स्टडी सर्कल, किताबो और शिक्षा के केन्द्रों की व्यवस्था करनी चाहिए। मैं समझता हू कि मत्री महोदय उस दिशा मे जरूर कदम बढ़ायेंगे।

मैं हरिद्वार कई बार गया हूं । पिछले दिनों वहां हड़ताल हुई थी । उस समय भी मैं लोगों से बातचीत करने के लिए गया । मैं देखता हूं कि वहां पर कई यूनियन्ज बनी हुई हैं और अधिकारी भी उन में पूरा हिस्सा लेते हैं । मैं चाहूंगा कि जो प्रगतिशील लोग हैं, उन की यूनियन्ज को साथ मिल कर काम करना चाहिए ।

यह भी जरूरी है कि मजदूरों के लिए मकानों, दवा-दारू और शिक्षा की और साल, दो साल काम करने के बाद उन को पर्मानेंट करने की जरूर व्यवस्था करनी चाहिए । अगर मजदूर फ्रस्ट्रेटिड रहेगा तो वह अच्छी तरह काम नहीं कर पायेगा । उन को पूरी सुरक्षा देनी चाहिए, जैसी कि अफसरों को दी गई है । आखिर वे देश के भाग्य-निर्माता है । किसी प्लाट के प्रति मजदूरों का भी उतना ही दायित्व है, जितना कि अफसरों या नेताओं का होता है । इस लिए सब को समान स्तर पर लाने के लिए देश में एक नया वातावरण बनाना होगा ।

श्री जगन्नाथ राव जोशी (भाजापुर) सभापति महोदय, सदन में भारी उद्योग मंत्रालय के अनुदानों की मांगों पर बहस हो रही है । प्रारम्भ में ही मैं इस बात का स्वागत करता हूं कि भारी उद्योगों का एक अलग मंत्रालय बना कर उस की जिम्मेदारी एक ऐसे व्यक्ति को सौंप दी गई है, जिन की सत्व-परीक्षा हो रही है । मैं पूरे विश्वास के साथ आशा करता हूं कि वह इस सत्व-परीक्षा में इस कसौटी पर, पूरे उतरेंगे और सार्वजनिक उद्योगों से देश को वास्तव में जो लाभ होना चाहिए, वह होगा ।

डा० विश्वेश्वरैया ने किसी भी उद्योग की सफलता के लिए सात "एम" बताये थे मैन, मनी, मैटीरियल, मशीन, मैनेजमेंट, मोड आफ ट्रांसपोर्ट और मार्केट । इस से स्पष्ट है कि किसी भी उद्योग की सफलता के लिए हर बात का बड़ा महत्व होता है । सार्वजनिक उद्योग साध्य नहीं हैं, साधन है । लेकिन अभी श्री शशि भूषण के भाषण को सुनने के बाद ऐसा लगा कि मानो सार्वजनिक उद्योग साध्य हैं—सार्वजनिक क्षेत्र में किसी उद्योग को खड़ा कर दिया तो अपनी जिम्मेदारी पूरी हो गई । यदि किसी सामान्य आदमी के घर से गाय को ले कर और कालोनी में बांध दे, मगर उस को घास चारा न डाले, तो क्या वह दूध देगी? नहीं देगी । गाय घर में हो या सार्वजनिक क्षेत्र में हो, जब तक हम उस की हिफाजत नहीं करेंगे और उस का घास चारा नहीं खिलायेंगे तब तक हम उस से जो अपेक्षा करते है, वह पूरी नहीं होगी ।

मुझे यह कहते हुए बड़ा दुख होता है कि जब उद्योग की स्थापना ही पोलीटिकल ओवरटोन्ज में की जाती है तो सारा दृष्टिकोण ही बदल जाता है । राची का हैवी इंजीनियरिंग कार्पोरेशन एक बड़ा कामप्लेक्स है । उस के बारे में हमारी कमेटी की रिपोर्ट में कहा गया है—मैं क्वोट करता हूं

"The Government appointed a Committee under the Chairmanship of Mr Jehangir Ghandy, Director, Tata Industries (Private) Limited, to examine the proposals of the USSR Team and the UK. Mission and to advise them on the most suitable place for the establishment of Heavy Engineering Industry The Committee reported in March, 1957, that the proposals of the UK Mission were preferable to that of the Soviet Team. However, ultimately, at the end of 1957, the Government decided to set up the Plant with technical collaboration and credit assistance of the USSR"

[श्री जगन्नाथ राव जोशी]

मुझे किसी देश के बारे मे कुछ नही कहना है । अगर इस में यू०एस०एस०आर० के बजाये जर्मनी होता, तब भी कोई फर्क नही पडता । कमेटी ने कहा है कि एक देश की अच्छी शर्तों को छोड कर दूसरे देश के साथ समझौता किया गया। इस बात का कोई स्पष्टीकरण नही दिया गया है । किसी देश के साथ हमारी मित्रता है, इस का मतलब यह नही है कि हम हर बात मे उस को लाये । जब हम कोई उद्योग खडा करते हैं, तो हमे यह देखना पडेगा कि किस देश के साथ कोलैबोरेशन करने से उस मे सफलता मिलेगी । कमैटी की रिपोर्ट से यह बात साफ है कि जब प्रारम्भ से ही इस प्लाट के सम्बन्ध मे पोलीटिकल ओवरटोन्ज बीच मे आ गई, तो आगे चल कर उस मे गडबडी हो, इस पर कोई आश्चर्य नही ।

पिछली मागो के सम्बन्ध मे मत्री महोदय, श्री सुब्रह्मण्यम्, ने कहा कि बहुत कुछ मैनेजमेंट पर डिपेड करता है । इसीलिए मैंने कहा है कि श्री पाई पर बडी भारी जिम्मेदारी आ गई है । मत्री महोदय ने कहा कि दि रिजल्ट्स कुड वि चेन्ज्ड ओवरनाइट । मतलब यह है कि ऊपर वालो की दृष्टि मे हिसाब से सब कुछ चलना है । कमेटी मे अपनी रिपोर्ट मे फ्रिकवेट चेजिज इन टाप मैनेजमेंट का जिक्र किया है । हमारे कारखाना मे पूरी सफलता न मिलने और गडबडी होने का यह एक कारण है । मैं किसी व्यक्ति विशेष मे नही जाना चाहता हू, लेकिन यह तथ्य है कि राजनीति मे पूरी रुचि लेने वाले श्री के० डी० मालवीय को 212 करोड रुपये के बडे भारी काम्प्लेक्स, राची के हैवी इजीनियरिंग कार्पोरेशन, का चेयरमैन बना दिया गया । लेकिन वह वहा एक साल भी नही रहे । जब श्रीमती विजयलक्ष्मी पंडित की सीट खाली हुई, तो उस पर चुनाव लड़ने के लिए उन्होंने अपने पद से त्यागपत्र दे दिया । मैं उन को दोष नही देता किन्तु जिन लोगो की रुचि राजनीति में है उन को इन उद्योगों में क्यों भेजा जाये ?

स्थिति यह है कि गोटी बिठाने का काम होता है, जिस पर मुझे दुःख होता है । इस तरह काम नही चल सकता है । इस सदन मे भूतपूर्व रेल मंत्री, श्री हनुमन्तैया, की मैंने पीट थपथपाई थी कि उन्होंने इस बात का प्रयास किया कि ट्रेन समय पर चलें । और ट्रेने समय पर चलने लगी । लेकिन फिर वह बदल दिये गये । उन के बाद श्री पाई आये और फिर वह भी बदल दिये गये । भगवान जाने, उन की गोटी कहा बैठेगी—अभी वह इस मत्रालय मे आये हैं, पता नही कब तक रहेंगे । उन को राची के हैवी इजीनियरिंग कार्पोरेशन, हैवी इलैक्ट्रिकल्ज, भोपाल, या हरिद्वार, या हैदराबाद या एच० एम० टी० ऐसे उद्योगो को ठीक करना है । हमे याद है कि श्री चव्हाण कम्यूनलिज्म का अन्त करने के लिए यहा से निकले, लेकिन भोपाल मे ही वापिस आ गये । वह पहुचे नही वहा तक । बीच मे दूसरा आर्डर निकल गया । जो भी काम हम हाथ मे लेते हैं उस को पूरा करने की दृष्टि से निश्चितता तो होनी चाहिए । आखिर यह उद्योग क्यो हम ने शुरू किया, वह लक्ष्य हमारे सामने होना चाहिए, तब जा कर होगा । यदि कल्पना यह होगी कि इस उद्योग की वजह से हम समाजवाद ला रहे हैं या इस उद्योग की वजह से हम सरकार को आगे बढ़ा रहे हैं तो आखिर

Whether it was due to the necessity of economic factors or only to have that economic heights?

एकानामिक हाइट्स जो हैं आप की इन उद्योगो मे अगर अपना उत्पादन का लक्ष्य आप पूरा नही कर पाए तो एक तो चीज यह हो गई, लेकिन लगातार घाटा देना यह बात तो मेरी समझ मे नही आती । अभी सुब्रह्मण्यम साहब ने यह बता दिया कि टाटा बिरला और दूसरे ऐसे लोगों ने

अपनी सारी सम्पत्ति कैसे बढाई और कौन से समय में बढाई, यह उन्होंने बता दिया । उद्योग चलाने वाले सब उद्योग अपने घाटे मे नही चलाते । उसे लाभान्वित करते हैं । वह लाभ वह खुद खाते हैं। हमारी अपेक्षा यह थी कि सरकार खुद उद्योग चलाए और उस मे जो लाभ आए वह जनता को वापस आ जाएगा । जनता उस मे समृद्ध होगी नाट-इन कैश बट इन काइड । लेकिन इस की जगह आप देखें कि भोपाल हैवी एलेक्ट्रिकल्स मे 1960 मे प्रोडक्शन शुरू होने के बाद भी 1972 तक घाटा ही घाटा वहा दिख रहा है। तो आखिर यह घाटा कब कम होगा ?

मेरे पास एक अखबार है जिस मे पाई साहब का वक्तव्य है कि एच ई सी लासेज मे टच 100 क्रोर्स । अभी तक 89.90 करोड का जो लास है वह आगे 100 करोड तक हो जायेगा । लेकिन ब्रेक ईवेन हम करेगे ऐसी आशा आप ने प्रकट की है । 1973 मे आप ब्रेक ईवेन करने वाले हैं । परन्तु यह जो मेरे पास पब्लिक अण्डरटेकिंग्स कमेटी की रिपोर्ट है यह रिपोर्ट इस पर आशका प्रकट करती है, नही तो मैं मान लेता । कमेटी की रिपोर्ट बहुत साफ है।

The Committee highly deplores that the Project Report does not include any realistic assessment as to when the Corporation was likely to break even. All the exercises made so far differ widely from each other. The break even point is being shifted from year to year by bringing down the likely production and sale value thereof. From the studies made so far it is difficult to know as to what are the actual years anticipated and whether the Corporation would really break even within any reasonable measure of time.

अब यह तो कमेटी का कहना है । मैं यह मानता हू ब्रेक ईवेन होता तो अच्छा था । लेकिन पब्लिक अडरटेकिंग्स कमेटी इस के अतर्गत गई है और सारा अध्ययन करने के बाद वह इस नतीजे पर पहुचे है क्योंकि यहा तो सारी बात इस पर है कि इन की जो डिटेल्ड रिपोर्ट है उस मे कई चीजे शामिल न कर के रिपोर्ट दी है जिस की वजह से ऐसा है । अब आप देखें शुरू का जो प्रोजेक्ट था वह 132 करोड से बढते बढते 211 करोड़ तक पहुच गया । तो इस का मतलब यह होता है कि एस्टीमेट करते समय हम कुछ ध्यान से एस्टीमेट नही करते और बाद मे यह कहना कि डिटेल्ड रिपोर्ट मे यह बात नही थी । 45 करोड़ रुपये उस मे शामिल नही किए गए थे, यह बात कोई शोभा नही देती । इसलिए आज भी जिनने पब्लिक सेक्टर है उन मे जो खामिया हैं, कमिया हैं उन को पूरा करना है तो इस मे कई चीजे जो कमेटी ने नोट डाउन की हैं, उन के ऊपर ध्यान देना होगा ।

इसमें स्पेयर्स के बारे मे दिया है कि आइडिल इन्वेन्ट्री बहुत है । यानी हर पब्लिक सेक्टर मे यह भी एक बहुत बडा कारण हुआ है कि डेड कैपिटल पड़ा हुआ है और राची इंजीनियरिंग कारपोरेशन मे तो बताया है कि 2 करोड़ के स्पेयर्स यंत्र से पहले आ गए थे । यानी मशीन आने से पहले

[श्री गन्नाथ राव जोशी]

स्पेयर्स गए। मशीन आने मे देर हो गई। बीच म स्पेयर सब खराब हो गए। तो यह क्या तरीका है ? मशीन आने से पहले स्पेयर आ गए और जब तक मशीन नही आई तब तक वह खराब हो गए। यह तो बहुत अनुचित है। यह रिपोर्ट मे कहा है। दो करोड के करीब के स्पेयर्स खराब हो गए यह बात तो कोई अपने लिए शोभा नही देती।

दूसरी बात यह है कि वहा ओवर-स्टाफिंग है और इस का निदान उन्होने किया है कि एक तरफ तो ओवर स्टाफिंग है और दूसरी तरफ जहा टेकनिकल नो हाउ के लिए आवश्यक सामग्री या आदमी चाहिए वहा वह नही है। एह दोनो हैं साथ साथ। अनयूटिलाइज्ड कैपेसिटी यह तो हर पब्लिक सेक्टर के अदर है। कोई पब्लिक सेक्टर इस से अछूता नही है। सब पब्लिक सेक्टर जितने हैं उन की कैपेसिटी अनयूटिलाइज्ड है। यानी रेटेड कैपेसिटी जितनी है उतनी होती नही और वहा देखा यह जाता है कि आवश्यकता से ज्यादा आफिसर्स भरे है, आवश्यकता से ज्यादा काम करने वाले भरे हैं। दूसरे प्लाट मे यह देखा जाता है कि आवश्यकता के अनुसार लोग नही है। अब यह दोनो बातें समझ मे नही आती।

हैवी इजीनियरिंग कारपोरेशन की रिपोर्ट पढते समय मुझे लगा कि क्रेन्स की शार्टेज की वजह से जो काम होने वाला था वह हुआ नही और आगे चल कर पता चलता है कि क्रेन्स का काम नही है इसलिए क्रेन्स ऐसे ही पडे हैं। क्यो पडे हैं ? क्योकि क्रेन्स का उपयोग उस काम के लिए नहीं है। यदि उस क्रेन का उपयोग उस काम के लिए नहीं है तो वह वहां रखे किस लिए हैं ? जहां दूसरे काम के लिए उस का उपयोग हो सकता हैं वहां वह भेज दिया जाय। इसलिए पब्लिक सेक्टर की जितनी बीमारी है, जैसा मैंने अभी कहा मेन, मैटर और मैटीरियल, यह सारी जितनी बाते हैं और जो उन का मार्केट होता है, मार्केट के बारे मे भी जो आप का अन्दाजा सब गलत निकलता है। उस की वजह से भोपाल हैवी इलैक्ट्रिकल्स का यह हाल है कि वहा सामान पडा हुआ है, उसके लिए मार्केट नही है। तो आप पहले तो मार्केट रिसर्च करे कि कौन-कौन सी चीजों के लिए मार्केट कहा-कहा उपलब्ध होगी। वह न करके प्रोडक्शन करने जाने में उसका नतीजा आखिर घाटे में निकलता है।

सब से पहले इस बात की ओर ध्यान देना जरूरी है कि सार्वजनिक उद्योग जो घाटे की वजह से बदनाम होते चले जा रहे है, उस स्थिति से परिवर्तन हो। कोई अगर ऐसा समझता है कि यह हम को लगता है तो हमे यह बिलकुल अच्छा नही लगता। लेकिन जो भी काम हम करे वह ठीक ढग से करे यह आवश्यक है। हम सार्वजनिक उद्योग का विरोध ही करते हैं ऐसी बात नही है। रेलवे एक सार्वजनिक उद्योग हैं जो सरकार के हाथ मे है। किसी ने यह नही कहा कि हमारे हाथ मे रेलवे दे दो। किन्तु सरकार यदि रेलवे को चलाना चाहती है तो ठीक ढग से चलाए, कुछ हिसाब मे, नियम मे और योजनाबद्ध तरीके मे चलाए। सार्वजनिक उद्योग का हम विरोध के लिये विरोध नही करना चाहते। सार्वजनिक उद्योग हो या खानगी उद्योग हो ये दोनो उद्योग देश के हित के लिए, देश के लाभ के लिए विशिष्ट योजना के अनुसार चलें, यही हमारा कहना है।

सार्वजनिक उद्योगो मे जो लेबर ट्रबल है उस की ओर भी ध्यान देने की आवश्यकता है। विशेषकर एच एम टी की बात मैं सामने रखना चाहता हूं जिस मे पिछले तीन चार वर्षों मे लाभ हो रहा था उसी में आज लेबर

ट्रबल और पावर शार्टेज की वजह से 3 करोड़ का घाटा उन्होंने दिखाया है । वास्तव में आज इन घड़ियों की मांग है और उन्होंने दुनिया भर में कई आफिसेज इस को मार्केट में लाने के लिए खोले हैं । मैं मंत्री महोदय से जानना चाहता हूं कि क्या यह घाटा ड्यू टु ओनली लेबर ट्रबल है ? मैसूर प्रदेश में तो पावर कट सिर्फ 25 प्रतिशत हैं । इसी की वजह से पिछले साल में जहां लाभ होता था वहां एकदम 3 करोड़ का घाटा हो, यह बात जरा अदर जाकर गहराई से अध्ययन करने की है । लेबर ट्रबल का जहां तक सवाल है इस के बारे में कोई निश्चित नीति नहीं है । अपनी जो यूनियन होती है उसी को बढ़ावा देने की बात होती है । हम ने बार बार मांग की और जब मध्य प्रदेश में सविद सरकार थी तो हम ने प्रस्ताव पारित किया था कि कौन सी यूनियन अधिकृत है यह सीक्रेट बैलट से निर्णय हो । यह प्रस्ताव हम ने पास किया था सविद शासन के अंतर्गत । उस पर आप ने क्यों नहीं अमल किया? जो झगड़े आज होते हैं, इंटर यूनियन स्पर्धा जो होती है उस को यदि समाप्त करना चाहते हैं तो कोई सिद्धांत सामने रख लीजिए । जैसे कि राजनीति में हम ने सिद्धांत स्वीकार किया है कि जिस पार्टी को बहुमत मिलेगा वह पार्टी अधिकार में आएगी । हरएक को काम करने का अधिकार तो रहेगा ही हर यूनियन को काम करने का अधिकार रहेगा । किन्तु अधिकृत उसी को माना जाय जिस को सीक्रेट बैलट से बहुमत मिले ।

लेबर के पार्टिसिपेशन की बात तो हम बहुत करते हैं । विद्यार्थी पार्टिसिपेशन के साथ साथ लेबर पार्टिसिपेशन की बात भी बोलते हैं । लेकिन होता कुछ नहीं है । किस हद तक यह चीज हम करें कैसे करें, वह प्रबन्ध में भी भागीदार हो, लाभ में भी भागीदार हों, यह सब मानते हैं लेकिन कहीं भी इसकी शुरुआत हम ने नहीं की । बोनस का ऐक्ट पास किया, 4 प्रतिशत से बढ़ाकर 8.33 प्रतिशत बोनस किया । लेकिन उस का दायरा बढ़ा कर सब को उस में शामिल करने की कोशिश नहीं की । कुछ लोग उस के बाहर ही रह गए । तो यह चीज क्यों होती है ? एक सिद्धांत स्वीकार कर लीजिए लेबर ट्रबल को समाप्त करने की दृष्टि से और सरकारी क्षेत्र में तो कम से कम एक आदर्श उद्योगपति के रूप में सरकार सब के सामने आए यह मैं चाहता हूं । लेबर ट्रबल को समाप्त करने की दृष्टि से यह बहुत आवश्यक है । बोनस के बारे में पहले झगड़ा हो, इसके बाद हम कुछ स्वीकार करें यह नहीं होना चाहिये । बोनस जो आपने ऐक्ट पास करके तय किया है वह सब जगह लागू होना चाहिये और वह सब को मिलना चाहिये । आप लेबर पार्टिसिपेशन के सिद्धान्त को स्वीकार कर और उसे लागू करें ।

अब कुछ चीजें ऐसी हैं जो सरकार ने अपने हाथ में ली हैं जैसे स्कूटर है, ट्रैक्टर है कार है । ट्रैक्टर के बारे में तो यह कहा गया है इसी में कि

> "In the field of agricultural machinery, there is a sudden recession in demand . "

अभी इस सदन में जब दो दिन पहले चर्चा हुई तो मंत्री जी ने स्वीकार किया था कि अनसर्टेनटी क्रियेटिड बिकाज आफ दी बैंड सीलिंग के कारण यह ट्रैक्टर की डिमांड घट गई है । मैं कहना चाहता हूं कि अपने उत्साह के बस बने पर आप एक दम तीस हजार ट्रैक्टर निर्माण करें और आगे चल कर जमीन की सीलिंग लागू करके जमीन अगर छोटी करें और उन ट्रैक्टरों का उपयोग न हो पाए तो यह ठीक नहीं है । या तो काम हार्स पावर के छोटे ट्रैक्टर हम बनाए

> because these are the days of mini things Mini is becoming fashionable. Let there be a mini tractor.

[श्री जगन्नाथ राव जोशी]

ताकि वह पाच एकड भूमि पर छोटी भूमि मे काम करे। ट्रैक्टर बडा और भूमि छोटी—ये दोनो बाते साथ साथ नही चलेगी। जब मत्री महोदय स्वीकार करते है कि सैण्ड सीलिंग के कारण जो अनसर्टेन्टी क्रिएट हुई है उस की वजह से ट्रैक्टर की डिमाण्ड घट गई है—इस को देखना होगा। स्कूटर की माग बहुत है। कारो की माग बहुत है। मैं पब्लिक सैक्टर और प्राइवेट सैक्टर के झगडे मे नही जाना चाहता, लेकिन छोटी कार को पब्लिक सैक्टर मे बनाने की दृष्टि से कई मैम्बरो ने दुनिया भर का चक्कर लगाया कि कैसे वह कारखाना पब्लिक सैक्टर मे खुले, लेकिन हम ने देखा कि वह पब्लिक सैक्टर को नही मिला, क्योकि प्लानिंग कमीशन ने स्वीकार नही किया। इस के लिए कोई निश्चित नीति होनी चाहिये। जब तक निश्चित नीति नही होगी तब तक लक्ष्य पूरा नही होगा। मै आशा करता हू कि आप ऐसा करेंगे।

इन शब्दो के साथ मैं समाप्त करता हू।

SHRI KARTIK ORAON (Lohardaga): Mr Chairman, I rise to support the Demands for Grants of the Ministry of Heavy Industry Before I start my speech, I would like to welcome the hon. Minister who has been appointed to this Ministry after the portfolio of Heavy Industry has been separated from the Ministry of Steel and Mines This is a very good decision and a very significant one in the right direction because heavy industry has been the most important portfolio This was an ailing child The hon Minister in charge has very recently been shifted from the Railways without having any accident in the Railways Of course, he has been a financial wizard, having been Chairman of the Life Insurance Corporation. I hope, with his rich experience he will be able to give a new life to heavy industry.

Another significant step that has been taken is in appointing a technocrat, Shri M. Sondhi, as Secretary to this Ministry, a gentleman who has given a very good account of himself as Managing Director of the Bokaro Steel Plant If these two persons can really put their heads together, I think there is great hope about the future of heavy industries.

I must say as one who has been associated with these industries that I am a very sad man so far as the performance of these industries is concerned There is no question of hide and seek Let us have an open diplomacy Let us put the facts on the table I know that these industries are really in a mess Now strikes are the order of the day everywhere, whether it is about and by doctors, or assistant engineers asking for higher scales or workmen or labourers It is strikes, strikes, strikes To a large extent, it is not only the labourers who are responsible, but the top persons who are sitting at the top, giving directions from the top, are equally responsible

If we cannot fix up the right person at the top and if we merely fix the top person on political consideration, we are not going to bring about any improvement I am rather apprehensive that so long as this fiddling with the figures still continue, we cannot bring about any improvement. We must face the facts and we have to change the concept of profitability. What is the concept of profitability to-day in all the public undertakings? Last year, for instance, we incurred losses to the extent of Rs. 15 crores. But, this year we have lost substantially only of the order of Rs. 14.999 crores We say, we have covered another milestone. We simply try to hide things and we do not come forward with facts We want to sink only, we do not want to swim. If somebody wants to feel that he is swimming, when in fact he is sinking, this is something more dangerous. We are very optimistic This

optimism may be defined as a madness of maintaining that everything is right when everything is wrong. What is happening to day? The hon. Minister and the Secretary have got a very tremendous challenge before them to face. They have to change the public undertakings from losing concerns to that of profit-earning ones. Shri R. N. Sharma was trying to explain as to how things are moving there. I would like to say that he has said nothing in the way in which he tried to explain things. Take the case of heavy machine building plant, of Heavy Engineering Corpn. Ltd., Ranchi. It has manufactured equipments, say of 40,000 tonnes, but 50 per cent are structurals and 25 per cent are imported components. If the H.M.P.P. is manufacturing equipments of 10,000 tonnes what is the use of their telling that it is manufacturing equipment worth 40,000 tonnes? This sort of thing must go If there is something wrong, that must come to the surface. That is why I have said that we must have openly declared while explaining the facts as to what we have done is right or wrong. Only then, we will be able to move forward. We must have the ways and means to improve the situation.

In the H. E. C. everynow and then there is a problem of strike and things of that kind. I heard very recently that there was commotion in the HEC in regard to fixing the seniority. There is no uniform policy followed. They can fix up anybody who does not know anything. In the labour circle for example we have not been able to imbibe any sense of responsibility in them.

You know what the labourers say. They will simply say:

"रघुपति राघव राजा राम
पतित पावन सीताराम
बस पैसा फेकाई काम।"

That means nobody thinks that he has got the duty to do. The labourers must realise that they too are equal partners in the development of this industry. I have also heard of one tribal medical officer having been suspended or dismissed because he was late in attending the office.

Lot of things are happening in the H.E.C. that do not see the light of the day. I was rather surprised to find that he was dismissed. You know that it is the tribals who have given their lands for these big industries And about 3,000 displaced persons have not got the jobs. Hardly one can judge as to why this medical officer should have been dismissed. Nobody has taken any sympathetic understanding with the people of that area All I can say—the ministry should take note of this—is that anybody who threatens the tribal people has no right to be there. What is the use of your talking of industrial policy resolution. It has remained merely as a slogan and nothing else.

This is what they say in the Industrial Policy Resolution of 1956. How brilliantly it has been implemented! I quote :

"In order that industrialisation may benefit the economy of the country as a whole, it is important that disparities in the levels of development between different regions should be progressively reduced. The location of industries in different parts of the country is very often determined by factors such as availability of necessary raw materials or other natural resources. The concentration of industries in certain areas has also been due to ready availability of power, water-supply and transport facilities which have been developed there. It is one of the aims of national planning to ensure that these facilities are steadily made available to areas which are at present lagging behind industrially

[Shri Kartik Oraon]

or where there is greater need for providing opportunities for employment..."

But the tribes, after giving their land to the big projects, are like refugees in their own homes. We have to be very careful in dealing with the situation. No medical officer has been so far suspended or dismissed for such a trivial omission to act. It is a tribal officer who has met with this fate for the first time. I would like the Minister to go into the matter and see how it has happened. It has happened because some officer tried to behave like a dictator. He should learn to develop a sense of loyalty and team spirit to the project. The Industrial Policy Resolution goes on further :

> " .provided the location is otherwise suitable. Only by a balanced and coordinated development of the industrial and agricultural economy of each region can the entire country attain a higher standard of living "

Here the standard of living has further gone down This is one thing to which I want to draw the Minister's attention. Here in this House I have seen many Ministers making commitments that jobs upto Rs. 500 will be given to the local people. But in actual practice, the tribals and local people are working on work-charged basis or on daily wages. That is their fate I would request the Minister to change this order.

There are certain things which we have to keep in mind. We say people must get 8-1/3 per cent bonus. We must realise that wages, salaries and bonus must be related to productivity. How comes it that you are losing every year and still giving bonus? This is very very wrong. You are not following the Industrial Policy Resolution. You are not trying to examine what is happening. You say, after all this is teething trouble. Teething trouble is often associated with diarrhoea But can you say that every diarrhoea is due to teething trouble? Can you believe that a man of 60 is having diarrhoea because he is having teething trouble? Therefore, there are a bundle of confusion.

First and foremost, all these projects must have some guidelines. After three years of going into production they must give a minimum yield of 10 per cent on the capital outlay. If they cannot give it, they must quit. The people in charge of these projects, if they are not able to give a good account of themselves, if they are not able to make their projects yield a good return, they should never be given promotion. Take the case of Shri Sondhi. He has definitely done a good job in a project when he was put in charge of it.

Take the question of car allowance. If somebody is related to somebody in the management of a project, he will get a car allowance, no matter whether he needs and uses a car or not. In the case of another person, he will not get a car allowance, even if he does a lot of travelling, if he is not related to the right people. Things of this type should be put a stop to So, the hon. Minister should seriously think about these things.

The Minister is in charge of power development also, which is a very important portfolio, because power is basic for the development of other industries. Power development must precede the development in other sectors. I hope the hon. Minister will pay special attention to this.

We are trying to find out some remedies all the time, in terms of giving some dividends. In fact, remedies proved worse than diseases. Everybody goes there as a dictator. He does not care too hoots to the team spirit and loyalty to the organisation. So long as he can go to the Supreme Court for the vindication of his rights he does not care for the organisation he serves. That is why I say that we should have a uniform

policy. In our country, unfortunately, we do not have a uniform policy. If I am made the Chairman of a particular project, I will have my own pay scale, recruitment and promotion policies. If Shri Pai is made the Chairman, he will have a different pay scale and recruitment and promotion policies. Shri Sondhi will have still another. So, it is high time that we seriously think of having a public sector Public Service Commission. Then alone we can have a uniform pay scale and all the heart burning among the public sector employees will disappear. This is a very important point which we must keep in mind.

I would again emphasize that in selecting personnel for these industries we have to be very careful about the right men. In this, as in many others, men are more important than money, material and machines. If you have all these three things right, if your men are wrong, then everything will go wrong.

We have a tremendous task before us. Many industries are losing concerns. The Heavy Engineering Corporation is losing every year. In ten years' time it would have lost about Rs. 250 crores instead of making a profit of that scale. We talk of socialism, we talk of so many blooming things but our industries go on losing. Therefore, tomorrow the public are going to ask you whether Karl Marx was right or wrong. They are going to ask you are you going to give them employment, food, shelter, medical treatment, education for their children and all sorts of things. We cannot have any excuse. Therefore, we have a ray of hope with highest satisfaction in his installation as the Minister in-charge of this very important Ministry.

18.00 hrs.

About the foreign collaboration, no matter how alluring it may be, it has a retarding effect on our national efforts. So, apart from the foreign collaborations, technical know-how and other things, we must have indigenous trained personnel. We must have a seniority list in respect of these heavy industries as to who should be sent where and when, if one dies or retires. We should have a seniority list of technical personnel.

It is not merely a question of profit and loss in these industries, this way or that way, but these industries are supposed to provide an instrument of social change at this critical juncture. That is why, I say, this is a very important Ministry.

I would like to request the hon. Minister to send a team of experts to all these industries, to go into the working of these industries, and to find out ways and means to see how improvements can be brought about.

You must remember one thing. Everybody has every right to have his own opinion, but nobody has a right to be wrong in relation to facts. And the facts are that these industries are in a very bad state of affairs. They are in a mess. You have to improve them. You have a challenging task and you have to solve it. That is what I have to say. Therefore, let the heavy industries be filled with good men, intelligent and efficient men, dedicated men....

AN HON. MEMBER: Committed.

SHRI KARTIK ORAON: Yes, committed also. Let them not forget the frailty of human nature that by going there they will forget everything.

With these words, I conclude.

MR. CHAIRMAN: The House now stands adjourned to re-assemble at 11 A.M. tomorrow.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 4, 1973/Chaitra 14, 1895 (Saka)

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